CYCLE NEWS®

WEST Volume XXII : Number 11 : March 27, 1985 $1.00

The ultimate desert race!

6500-mile Paris-Dakar rally coverage; profile of winner Gaston Rahier; interview with American Chuck Stearns

World Championship motocross and trials; riding the KTM Snomobike; more Daytona racing; AMA National hare scrambles and drag racing; Texas GNC motocross; Training with Brad Lackey and more!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

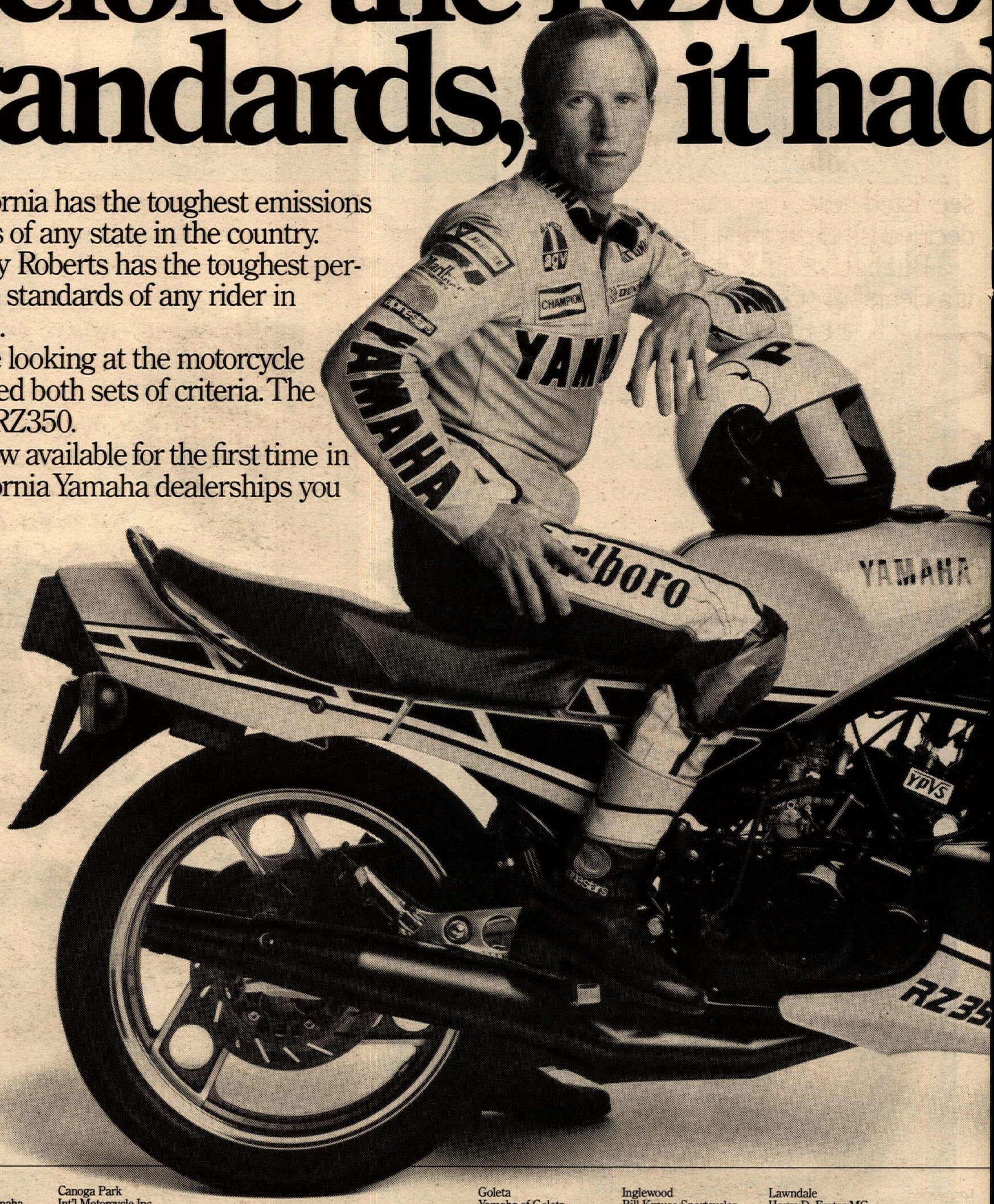
Before the RZ350 standards, it had

California has the toughest emissions standards of any state in the country.

Kenny Roberts has the toughest performance standards of any rider in the world.

You're looking at the motorcycle that passed both sets of criteria. The Yamaha RZ350.

It's now available for the first time in the California Yamaha dealerships you



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passed California's to pass his.

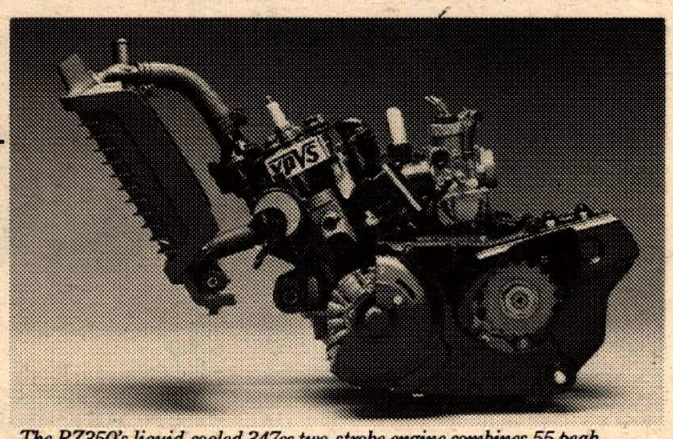
see listed here. The powers-that-be have decided it's clean enough for the Golden State.

But best of all, Kenny Roberts has given it a clean bill of health, as well. Which says a lot about this motorcycle.

Because Kenny spent most of his career winning races aboard lightweight Yamaha two-strokes like the RZ350.

You'll understand why the first time you take it through a typical California canyon.





The RZ350's liquid-cooled 347cc two-stroke engine combines 55 peak horsepower with a broad, easy-to-find powerband thanks to our exclusive Yamaha Power Valve System (YPVS).

At 328 pounds, tossing the RZ350 back and forth through S-turns is as easy as A-B-C. And with 55 horses packed into the liquid-cooled engine, you can launch yourself out of corners just as impressively. Without the powerlag associated with the two-strokes of yore.

And without the razor-thin powerband of old two-strokes. Because the RZ350's Yamaha Power Valve System (YPVS) uses a microprocessor to vary the exhaust port opening according to engine rpm. Which means you won't bog the engine while you're poking around through traffic.

Of course, we don't recommend you run down to your Yamaha dealer and buy it for *that* kind of riding.

The State of California won't mind. But it would break Kenny's heart.

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WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Gaston Rahier and his mighty BMW on the way to a second consecutive Paris-Dakar win. Rally coverage starts on page 14, with a Rahier profile on page 17.

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voices

Revenuers

After July 1, 1985, all California street-licensed vehicles, including trailbikes, must be insured. Operators unable to show proof of insurance upon a police officer's demand will be fined and lose their driver's license *automatically*.

One good thing: I've been paying $80 a year for my Husky license. When it expires in May, I'll switch to a green stickie, which is only $7.50 a year.

I thought the DMV and CHP were revenuers. How did this money-saving law slip by them?

WINSTON BEAUMONT
Wrightwood, CA

The old days

The articles in recent issues of *Cycle News* took me back to Salem, Oregon in 1969. One was about Kent Howerton winning the Superbikers and the other was Bob Leach winning a Vet's motocross in Albany, Oregon.

Howerton had a fine and well-deserved article written about him in, if I remember correctly, 1973 or 1974 when he finished seventh overall in an American National, as a privateer. *Cycle News* said it was the best finish by a privateer ever, and would probably remain so.

To go back to Salem, Oregon 1969, I attended an International motocross in which all of the best European riders were in attendance, as well as our best American riders. At that time we had two types of riders. Our fine young riders of today are probably too young to remember that they were the "Eurpuns" and "Merkins." Every International motocross held in the U.S. in those days gave the results as follows — "First overall and two-three-four-and-so-on" to 12 or so and then we would truly, proudly cheer for "and first American" whoever it happened to be on that particular day.

Gary Bailey and Barry Higgins were considered the best American motocrossers at that time. However, on that freezing cold Oregon day I watched Bob Leach lap both Gary Bailey and Barry Higgins and whip every European except Ake Johnson, Bengt Aberg and Willi Bauer. This is not intended in any way to put down any of the great riders mentioned above. I only wish, as I have for many years, that all of America could have been as proud of Bob Leach as I was that day, and still am.

By the way, I am not related to Bob nor am I a personal friend. I met Bob for the first time at a motocross in Albany, Oregon on November 18, 1984. Watching him blow away the Vet class that day, without the aid of a stopwatch to help me, he looked faster, at age 34, than any of the local Pros.

VERN HAMILTON
Cave Junction, OR

Racing and sacrifices

To G. Swan of Pacoima, CA., (*Cycle News*, February 27) I too enjoy *Cycle News* and feel it's the only paper for motorcycle enthusiasts, regardless of type or class. For the past nine years, I have been racing flat track as an Amateur out of Arizona — a challenge in itself, to find races —and just recently turned Pro.

You say going from L.A. to Corona, Bakersfield, or Perris is "just too far" for amateurs. Try going from Phoenix to Corona, Perris, San Jose and Ascot, on a self-sponsored basis, just to be able to race at all. Nothing personal, but I feel that flat-tracking is suffering because of people who don't want to sacrifice anything to participate.

I feel I speak for all serious flat-trackers, whether they be Amateur or professional, from the state of Arizona. What's a two-hour drive vs. six, one way, with the chance of getting rained-out or breaking, and having to turn around and come home empty-handed. (Of our last five trips to Corona, I have been able to race once.)

KEVIN TODD
Phoenix, AZ

Desert coverage

I would like to take this opportunity to compliment you on your excellent coverage of desert and off-road events these last few months. Larry Langley is doing a great job. His articles are accurate and complete, plus he always takes the time to include the many sponsors who make our sport possible.

Keep up the good work!

DAN SMITH
#1 Heavyweight
AMA District 37
Visalia, CA

K100 test

After my critical letter of a couple months ago, I felt it only fair to write again to compliment you on printing the first and most complete high-mileage review of the new BMW K-bike. The all-street, slick-stock monthlies should hang their heads in collective shame.

BRUCE ARMSTRONG
Ojai, CA

No Laguna BoTT?

There is a strong rumor that the AMA will not have the Battle of the Twins class at this year's Laguna Seca National. The reason seems to be several accidents that happened during last year's race and the fact that the BoTT is not a "premiere" class like Formula One or Superbike. The AMA seems to have forgotten the fact that the BoTT class has been very safe in the past, at Laguna as well as other tracks. With the other classes being dominated by Honda-Yamaha battles, and with Daytona changing the 200 to Superbike for wider rider appeal, it would seem that they would welcome a class that has Honda, Yamaha, Cagiva, Harley, BMW, Norton, Moto-Guzzi, Triumph, Moto Morini, Ducati, and even an occasional BSA or Matchless to be on the track, at the same time something that would be appealing to the spectators.

If you care about this class, please help by making it very clear to the AMA and Lee Moselle of SCRAMP that the cancellation of the BoTT part of the Laguna Seca program would be a big mistake. Their addresses are: AMA, P.O. Box 6114, Westerville, OH 43081-6114, and Lee Moselle, SCRAMP, P.O. Box SCRAMP, Monterey, CA 93940.

DON CONKLING
BoTT #59
Millbrae, CA

Indian Dunes

Does anyone care about losing Indian Dunes?

When Saddleback Park closed everyone tried to bring her back. Now that the Dunes is closed, does anyone care? Having a place to ride is a privilege worth fighting for! If we give up so easily the whole sport will soon be extinct.

CLIFF RANNEY
San Luis Obispo, CA

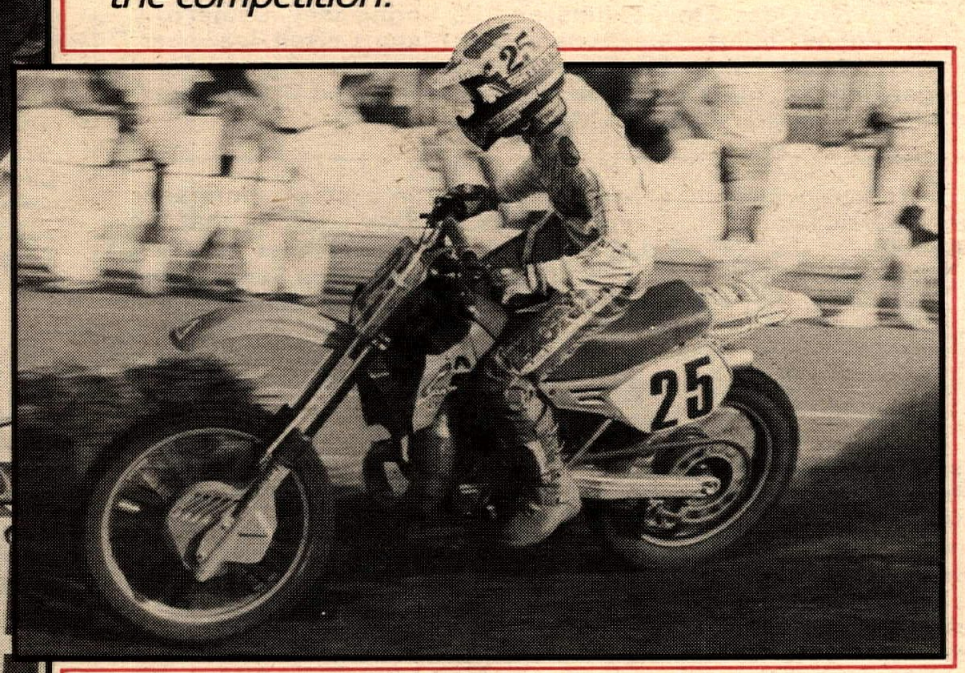
Published letters do not necessarily reflect the position of Cycle News, Inc. Letters for publication must be typed and double-spaced; short, concise letters stand a better chance of being published; due to the volume of mail no letters can be returned or acknowledged. Send letters to Voices, P.O. Box 498, Long Beach, CA 90801.

HURRICANE HITS DAYTONA!

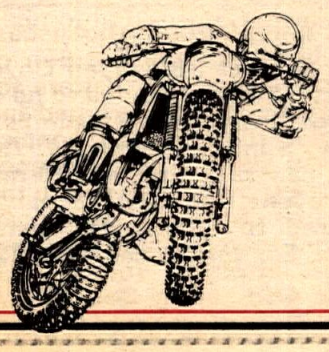


With a whirlwind ride ***Bob Hannah*** *took his* ***Brian Lunniss*** *-tuned Honda and Dunlop tires over, under, around and through the field at the Daytona Supercross, taking the checkered flag ahead of five other Dunlop riders... in fact nine of the top ten finishers were riding on the legend.*

Hannah knows that when you're going for the glory at Daytona you need the best equipment, like ***Dunlop K140ST...*** *the hot set-up on soft tracks. The K140ST has tall knobs in a wide open lug pattern for a paddle scoop effect, perfect for kicking sand in the face of the competition.*



We salute Bob "Hurricane" Hannah for bringing home the checkered flag on the legend... Dunlop.



DUNLOP
The Legend Lives

Dunlop Tire Corporation, Buffalo, NY 14240-1109

The Latest POOP

BY PAPA WEALEY



Shown here at the Camel Pro Series opener at Houston, Texas, are 15 of the 17 former National number one riders who attended. In the front row (from left) are Randy Goss, Steve Eklund, and Jay Springsteen. Center row (from left) are Kenny Roberts, Joe Leonard, Dick Mann, Carroll Resweber, Mert Lawwill and Gary Nixon. Back row (from left) are Bart Markel, Gary Scott, Roger Reiman, Mark Brelsford, Gene Romero and Brad Andres. Not pictured are Ricky Graham and Mike Kidd.

Belgian's Eddy Lejuene, reigning Observed Trials World Champion, won the second round of the 1985 World Championship Series in Belgium over first round winner Thierry Michaud of France. Britain's Steve Saunders took third. Michaud came back to win round three in Belgium over Lejuene and Saunders.

Honda's Ricky Graham is out for an indefinite period after breaking his left femur and right collarbone in a practice riding accident March 13. Graham was riding with Kenny Roberts on a private track when the accident occurred; he was taken to nearby Doctor's Medical Center in Modesto for surgery. "It's not as bad as you think," says Graham, who is already walking and is not using a cast. "I'll be back when I can." See HosPITal STOP in Results section.

Pizza John Mafaro won the first NMRA Pro Stock drag racing round held in conjunction with the NHRA Gatornationals March 18, after a rainout on March 17. Mafaro and his Suzuki ran 8.45 sec. @ 155.87 mph to defeat Randy Mason and his Kawasaki's 8.47 sec. @ 158.67 mph in the finals. Losers in the semi-finals were Terry Vance and Superbike Mike Keyte.

John Riddle, general manager of Daytona International Speedway, confirmed in a press conference before the Daytona 200 that the Speedway would host an AMA U.S. Endurance Cup Series round on July 3. The 250-mile road race, to be called the Paul Revere 250, will begin at 10 p.m. Organizer Roger Edmondson is expecting a field of 80 teams in the nighttime race. The $20,000 purse is the largest-ever offered in U.S. motorcycle endurance road racing.

The American team for the upcoming Transatlantic Trophy Match Race Series in England will most likely consist of road racers Randy Mamola, Wayne Rainey, Richard Schlachter, Randy Renfrow, Jeff Haney, Doug Brauneck and Jimmy Adamo. Question mark riders are Freddie Spencer and Wes Cooley. Reportedly, Spencer would like to compete and the sponsor of Honda's GP road race team, Rothmans Cigarettes, apparently is all for it, but Honda is balking. Spencer crashed during last year's series and cracked bones in both feet, which caused him to miss the following week's Spanish GP.

Suzuki Canada Inc. has asked Canadian Suzuki dealers to "immediately cease advertising in the United States for U.S. sales." Suzuki Canada, in a letter sent to its dealers, continued, "The exclusive right to advertise and sell new Suzuki products in the U.S. is held by the U.S. Suzuki Motor Corporation. We have been advised that legal proceedings may be initiated by U.S. Suzuki should this practice continue. For your information, U.S. customers may come to Canada to purchase Suzuki products if they wish; however, customs certification for use in the U.S. is the responsibility of the customer. Suzuki products sold in Canada are not certified for usage in the United States except under extraordinary circumstances."

The photo of Ricky Orlando sitting on his Superbike, which appeared on page 10 of *Cycle News*, March 13, was missing a photo credit. Proper photo credit should have been given to Ed L. Doering.

American Honda has started Team Clean, a national program to clean-up off-road riding areas. Honda is approaching the BLM, U.S. Park Service, Army Corps of Engineers and state park agencies, and will donate to them ATVs, trash compactors, toilet facilities and generators. Also part of the program is a proposed donation of $165,000 in equipment to the BLM to be used in riding areas in the western U.S.; the BLM, in a separate program, is receiving five trash compactors for California use, worth $19,000 each. Honda will work through its dealers and motorcycle and ATV clubs to initiate local clean-up programs. Team Clean is being run by Gary Smith, Field Safety Co-ordinator for Honda's Safety and Recreation Department.

On March 24 Perris Raceway in Perris, California, will be hosting a benefit MX grand prix for Harry Thornburg, who was paralyzed in October of last year during a GP race at Perris. The friends of Harry Thornburg, and with the help of Double Cross Racing, will be promoting the race. All proceeds will go to help Harry with his medical expenses. For more information call 714/821-1901.

***Cycle News* will send money to correspondents Mike Bosnick, Trevor Meeks, Gary Brown, Sue Kingsford and Thom Martin in return for their current addresses.**

John Adams of Redondo Beach, California won a new Kawasaki 600R Ninja in a contest held by Larry Huffman's Motorcycle World radio show, broadcast over southern California's KWVE-FM every Sunday night from 8:00-10:00 p.m. Adams followed detailed clues released at Kawasaki dealerships sponsoring the show, to discover a key hidden in a remote area, and, by doing so, won the bike.

The California branches of the U.S. Forest Service and Bureau of Land Management are holding public meetings on the land and management interchange both agencies are planning for later this year. Meetings will be in Alturas (March 20), Eureka (March 25), Garberville (March 26), Ukiah (March 27) and Redding (April 9). Contact your local Forest Service or BLM office for exact times and locations.

American speedway stars Bobby Schwartz, Shawn Moran and Rick Miller were stopped from racing at Auckland, Australia's Western Springs Speedway recently because AMA officials said riding in the non-FIM event would jeopardize their FIM licenses.

Motocross Mom Gale Webb and Malcolm Smith will appear on the P.M. Magazine show the week of March 22. The show, to be seen on Channel 11 in southern California on March 22, was picked up by stations across the country and by 75 networks outside the U.S. The show centers on off-road riding, safety, family involvement and kids in sports. Webb has also been invited to present her Safety in Sports show in Tokyo, Japan and to appear at Knott's Berry Farm in Buena Park, California for 40 shows over the Easter week.

Inland Motorcycle Speedway in San Bernardino, California, starts its 1985 speedway season Wednesday night, April 3; gates open at 6:30 p.m. On September 28, IMS will host the California State Championships. Call 818/446-0969 for information.

A new $175,000 points fund by the R.J. Reynolds Tobacco Company will award a record $40,000 to 1985's AMA Camel Pro Series Champion. Under a revised structure, the entire fund will be distributed based on final series standings; $140,000 will be divided among the top 10 riders in the Camel Pro series; an extra $35,000 will go to the top five in the Formula One road racing portion of the series.

Stadium Motorsports has announced that the Pasadena Rose Bowl Supercross, scheduled for May 18, has been postponed with no new date set; the Superbowl of Motocross, however, is scheduled to run Saturday, May 11, at the Los Angeles Memorial Coliseum. Call 714/951-8848 for information.

The Dirt Diggers still have openings available for riders wanting to compete in the Hangtown National Amateur program scheduled for Saturday, March 30. For information, write P.O. Box 1074, Fair Oaks, CA 95628-1074.

Suzuki Support rider A.J. Whiting sustained serious internal injuries in a practice ride get-off in Valencia, California, when he apparently failed to clear a gulley jump. The impact kicked up the rear end of Whiting's bike, sending him over the bars into a dirt embankment, resulting in a ruptured spleen, which was removed at a nearby hospital. Whiting is expected to recover soon. See HosPITal STOP in the results section.

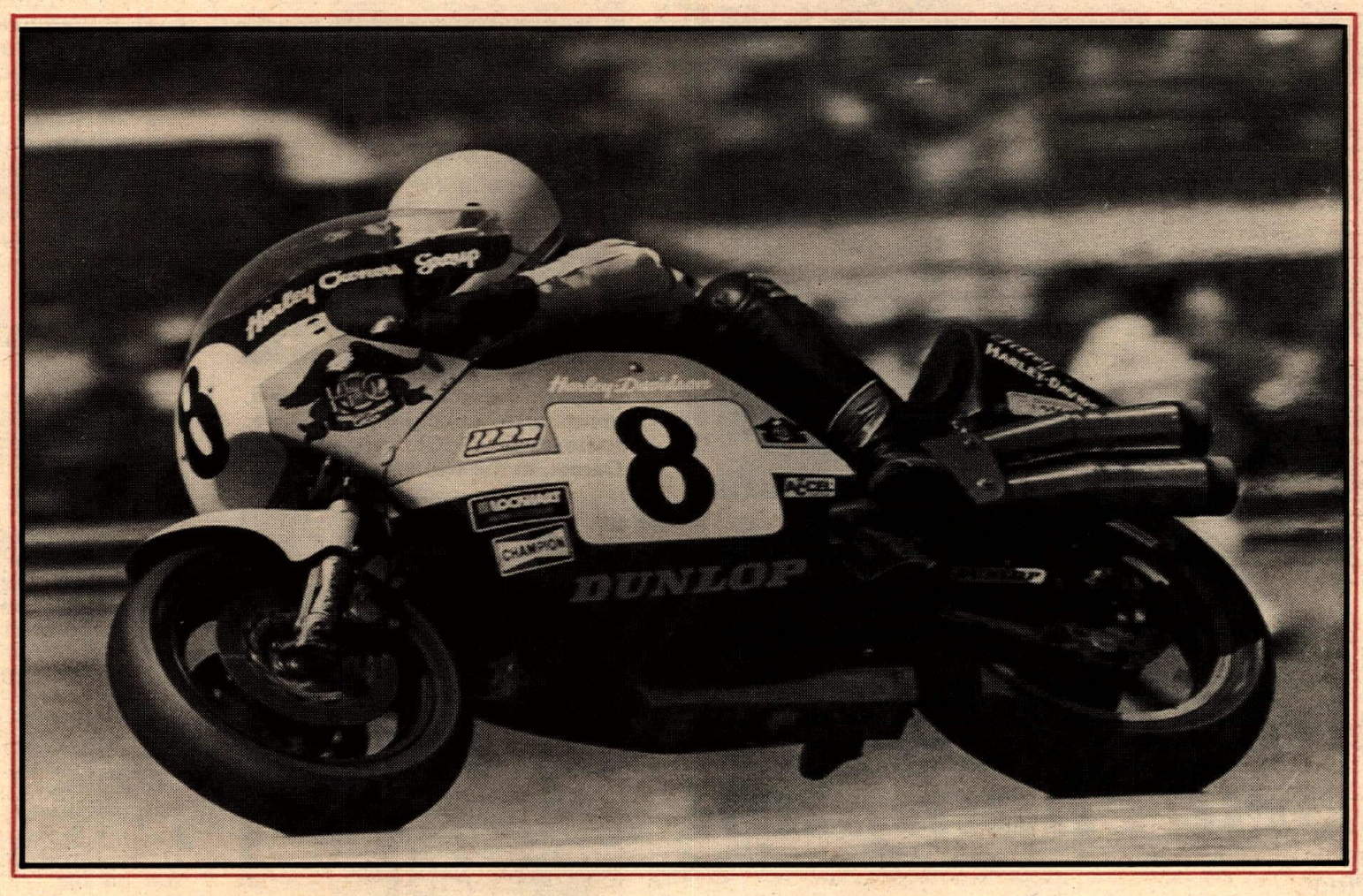
The results of the March 7 Daytona Cycle Week Alligator Enduro, which was run in Daytona Beach, Florida, were changed six days after the fact. The "official" results, posted on the evening of the run, had Kevin Hines (Hus) winning, but after scoring errors were discovered, John Martin (C-A) was awarded the overall win.

The 1985 southern California speedway season kicks off Friday night, March 29 at the Orange County Fairgrounds in Costa Mesa, California. This date is not to be confused with AMA-sanctioned speedway racing scheduled to begin April 4 at Ascot Raceway in Gardena, California.

AMA District 38's Open Coyote desert race is scheduled to be run west of Plaster City in the Imperial Valley, Sunday, March 31. Anybody can race in the 100-mile-long event, but a D-38 card is required to qualify for district points. For details, call 619/427-5759.

(Continued to page 38)

DAYTONA TWINS CROWN goes to CHURCH



Gene Church aboard a Harley Owners Group (H.O.G.) sponsored, Don Tilley-tuned, Harley-Davidson wins Daytona Battle of the Twins.

In the most competitive and hair-raising Daytona road race, the B.O.T.T., Gene Church, Harley-Davidson, and Dunlop crossed the finish line first... after a race long duel with former world champion Marco Lucchinelli.

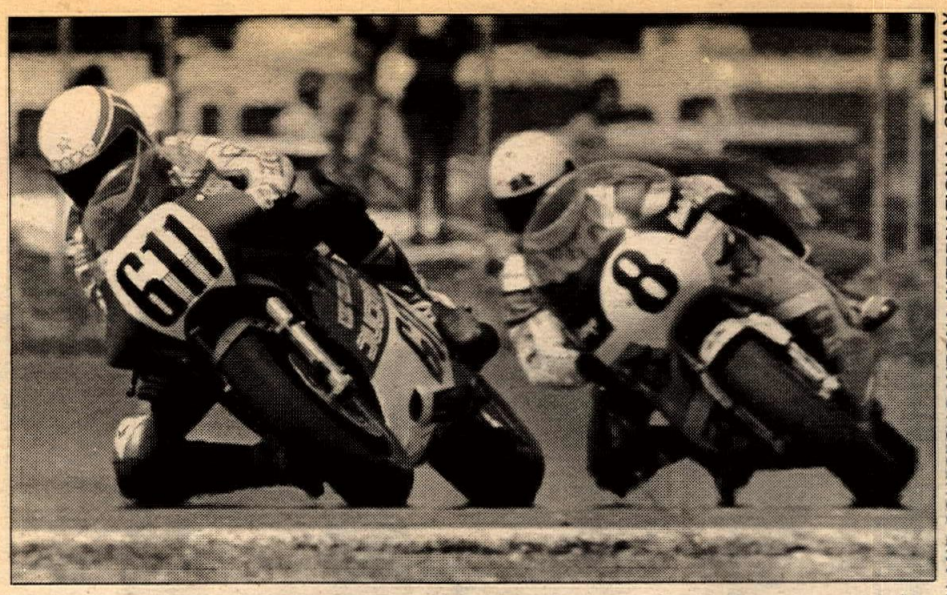
Church celebrated the victory by learning of a full season sponsorship by Dunlop. Gene knows that there are more battles to be fought and he counts on Dunlop tires to keep his H.O.G. XR1000 on target and ahead of the field.

We salute Gene Church for crossing the finish line first on the legends... Dunlop and Harley.

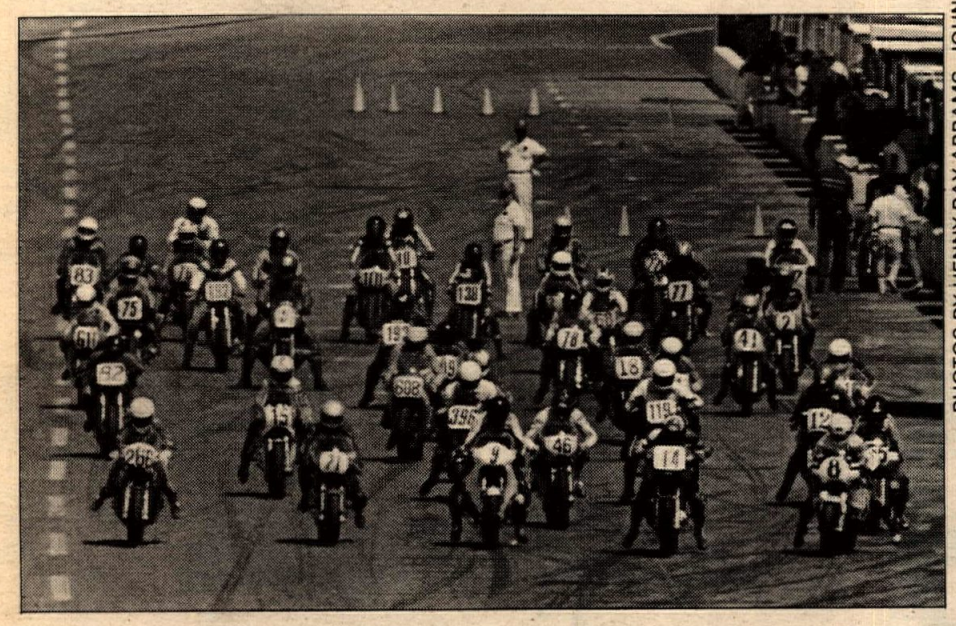


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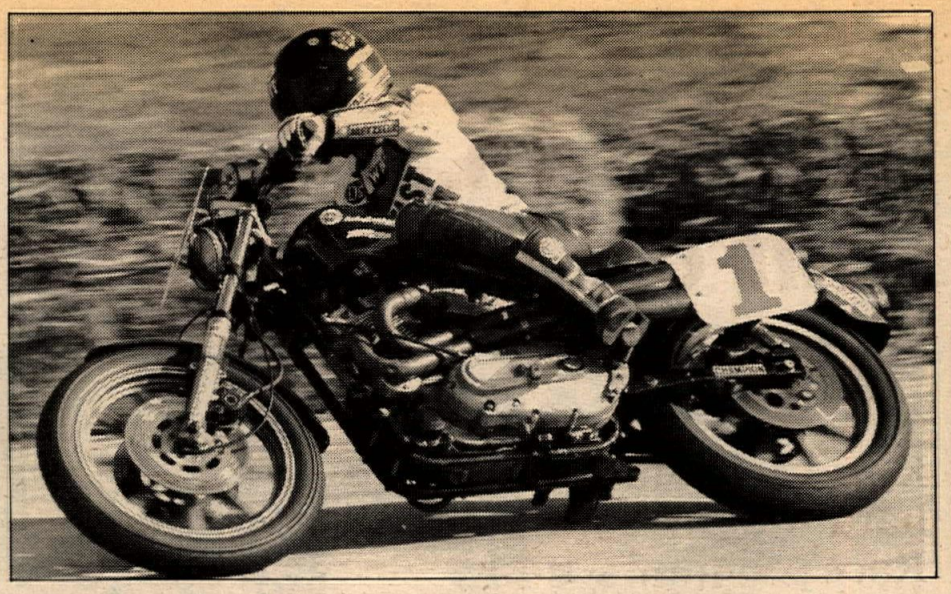
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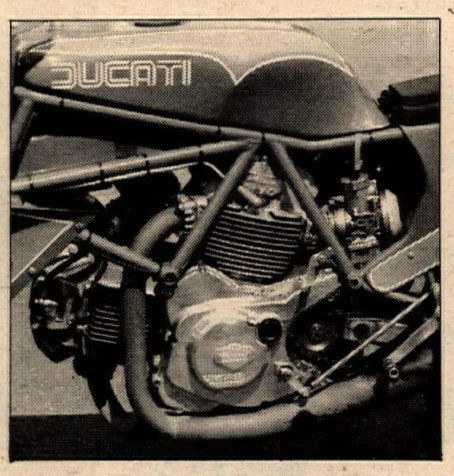
Who is that guy? Young Gene Church (8) meets Marco Lucchinelli in the infield. (Below) The first wave starts the race.



PHOTOS BY HENRY RAY ABRAMS, JOHN ULRICH AND COURTESY DAYTONA INTERNATIONAL SPEEDWAY



George Roeder (shown) ran away from the rest of the Stock class, and did his racing with Roger Eliasson's Lightweight Modified Triumph.



(Above) John Williams' Ducati, identical to Lucchinelli's Cagiva; (below) Gene Church and Ms. Camel, in the winner's circle.



Battle of the Twins

Church outpowers a world champion

By John Ulrich

DAYTONA BEACH, FL, MAR. 8

Gene Church used the Don Tilley-tuned Harley-Davidson nicknamed Lucifer's Hammer to win the Battle of the Twins combined Grand Prix/Heavyweight Modified race overall, fending off an end-of-race challenge by former 500cc Road Racing World Champion Marco Lucchinelli on a Cagiva.

The battle between Church's Harley Owner's Group (HOG)-sponsored 1000cc Harley and Lucchinelli's 748cc Cagiva developed late in a race that Church controlled from the start. In fact, Church had so commanding a lead after several laps that Tilley and Vic Fasola signalled him to slow down and take it easy; upon command, Church slowed his lap times from his early-race 2:06s to 2:12s and cruised out front, alone.

The problem was that Lucchinelli, riding a new endurance bike that arrived in Daytona in time for a single 20-minute practice session, was working his way through the pack unnoticed by Tilley and Fasola. Lucchinelli started at the back of the grid because he had no 1984 BoTT points — he didn't ride a single event before this race at Daytona — and last-season points were the basis for gridding, former-World-Champion-status notwithstanding.

So it was that Lucchinelli, charging hard, moved closer and closer to Church. Along the way, Lucchinelli collided with Malcolme Tunstall's Ducati; Tunstall would eventualy finish third, and would later tell the press the incident illustrated Lucchinelli's "...typical Italian riding."

When Tilley and Fasola realized what was happening, they signalled Church to speed up by sticking their thumbs in the air — but Church didn't understand the message. The message did become clear, though, when Lucchinelli caught Church in the chicane on the 11th lap and flew past; Church had a serious power advantage and repassed on the banking, but Lucchinelli passed again in the infield, and the battle was joined, Church instantly dropping his lap times in amazement. The last lap in the 15-lap race showed both Church and Lucchinelli turning 2:08 and at the finish it was Church, impressed and surprised and wondering all at once.

Tunstall was third overall, ahead of Roger Reiman, who rode with a cast on a broken wrist after getting a medical release from orthopedic surgeon Dr. David Kieffer of Gem City Bone and Joint in Wyoming; Keiffer rode his Ducati to fifth behind Reiman's Harley-Davidson. Behind Keiffer came Greg Smrz on Doctor John's Moto Guzzi and Dave Roper (riding with a broken left foot taped up and covered by a borrowed, oversize boot and a medical release signed by, no surprise, Dr. Kieffer.)

Dave McClure rode his Harley-Davidson-and-Castrol-sponsored XR1000 — tuned and prepped by Fasola — to a wire-to-wire victory in the Heavyweight Modified class, and was the only rider in that class not lapped by the Grand Prix class top runners. McClure turned consistent 2:12s en route to victory.

Notable non-finishers included Jimmy Adamo — his Team Leoni Cagiva's clutch fried on the start — and John Williams, whose Dale Newton-owned-and-tuned Ducati (identical to Lucchinelli's Cagiva except for paint and the tank logo) broke a motor mount bolt on the starting grid, allowing the engine to drop down and forcing Williams to forget about racing.

"I didn't even know I was racing a World Champion but I knew he was one hell of a rider," said Church later." The way he was going through those turns! If I didn't have a little extra motor on him, I don't think I would have beaten him."

Church's bike was running with his spare engine, a well-used one with several races on it, because the engine he planned on using developed problems during Speed Week.

The separate Lightweight Modified/Stock combined BoTT race was won by Roger Sears, who led every lap and ran away from the field on his Ducati. Sears dedicated his victory to his father, who faced open heart surgery and couldn't attend the race.

The best battle of the race — for second overall — came between Stock class reigning champion and class leader Will Roeder (on an XR1000 Harley-Davidson) and Roger Eliasson on his Lightweight Modified Triumph. The two swapped back and forth, especially in the infield, Eliasson's Triumph smoking on downshifts but hanging with Roeder's Harley just the same. Nobody else was close to challenging them for second/third, and they were still in the back-straight chicane when Sears was crossing the start/finish line during the closing laps. But the battle ended just before the finish when Eliasson encountered problems. He was credited with 12th in class, out of the top 20 overall. Roeder was second overall, first in Stock. •

Results

GP: 1. Gene Church (H-D); 2. Marco Lucchinelli (Cag); 3. Malcolme Tunstall (Duc); 4. Roger Reiman (H-D); 5. David Kieffer (Duc); 6. Gregg Smrz (M-G); 7. David Roper (Duc); 8. Raymond Brockie (M-G); 9./ Kurt Liebmann (Duc); 10. Madison Cox (Duc).

H/W MOD: 1. David McClure (H-D); 2. Bert Stuckert (BMW); 3. Stuart Beatson (BMW); 4. Paul Zieschang (M-G); 5. Ed Culbertson (BMW); 6. Alan Cathcart (BMW); 7. Sharon Friduse (M-G); 8. Evan Castle (H-D); 9. Rick Weber (BMW); 10. Don Herrerra (BMW).

Time: 32 min., 8.78 seconds.

Average speed: 99.253 mph.

L/W MOD: 1. Roger Sears (Duc); 2. William Campbell (Hon); 3. Hilton Van Staden (Duc); 4. Chris Scott (Nor); 5. Stanford Crane Jr. (Duc); 6. Marcus Day (Tri); 7. Frank Shockley (Tri); 8. Thomas Wegman (Duc); 9. Fred French (Kaw); 10. Pete Kogut (Nor).

STOCK: 1. Will Roeder (H-D); 2. Robert Fagan (M-G); 3. Bob Crawford (H-D); 4. Arthur Hoover (M-G); 5. Brian Raymond (BMW); 6. James McNulty (Hon); 7. Eric Paloheimo (H-D); 8. Robet Ronchetto (H-D); 9. Robert Hanbury (Yam); 10. Danny Turnbull (Yam).

Time: 35 min., 6.72 seconds.

Average speed: 91.25 mph.

Historic

Liebmann, Roper split classic battles

By Alan Cathcart

DAYTONA BEACH, FL, MAR. 6

Kurt Liebmann and Dave Roper staged two hard-fought battles in the Historic Road Race program with Liebmann winning the pre-1950 500cc class over Roper and having the tables turned by Roper in the Formula 750 final.

The Formula 750 race was added to this year's program and featured machinery from the early 1970s. The final was a reenactment of the classic struggle between the booming BSA/Triumph triples and the howling Honda fours. Dave Roper, on the Team Obsolete BSA, led throughout over Kurt Liebmann's Honda CB750, though never by more than 100 yards or so.

"I had motor on him on the banking," said Liebmann, "but he rides harder than I do on these old bikes."

Behind the field showed a good selection of the machines from that early Superbike era 15 years ago with Kurt Lynch's Ducati holding down third place for a long time until he made a mistake and was passed by Pete Kogut's "Yellow Peril" Norton twin and Pat Conroy's crackling Harley-Davidson KR flathead. Conroy ran third at one stage after Kogut ran off the track briefly, but then it was his turn to do the same thing and Conroy wound up fifth behind the European bikes.

The biggest entry of the day was in the Lightweight race which opened the program. The race featured a flag-to-flag win for last year's victor Malcolme Tunstall, riding the same Ducati 350 which his dad Syd won so many races and championships on in Florida 10 or more years ago.

"We were too busy working on the Battle of the Twins bikes to even check the little Ducati over," said Tunstall. "It hasn't even been cleaned since last year. All we did was pull it out of the corner of the shop where it's been since last year's win, changed the gas, and brought it to the track. I wish racing was always that easy."

Ed Culbertson made it a Syd's Cycles double when he took the 250cc class win in the combined race ahead of a trio of CRS Harleys led by Bob Crawford. An interesting entry was Erich Bley's water-cooled Adler twin which, like the other 250cc two-strokes, ran in the 350cc class to even things up. The bike was made in Germany in 1956, and clearly shows the origins of the Yamaha TZ250 which came along 15 years later. Bley placed sixth on the bike, which until last year was raced successfully in the flourishing European vintage scene by its German former owner before Bley brought it to the U.S.

Surprisingly, the most exciting race of the day was the one for bikes made before 1950. This featured an outstanding duel for victory throughout the 10 laps between the two quite different Indians of Illinois teammates Pat McHenry and L.V. Hall. McHenry's "big-base" V-twin Scout flathead, one of only 50 such machines made by the Massachusetts factory in the late 1940s, proved faster on the banking than Hall's 500cc overhead-valve Warrior parallel twin. On each lap in the infield, Hall would come shooting up on his friend under braking, with each of them grappling with the limited ground clearance and hand shifters of their steeds. The lack of a steel shoe didn't stop Hall from trailing his foot in the slower turns, but in the end McHenry won by a bike length, in spite of having the bike jump out of second gear going onto the banking on the last lap.

"I always wanted to win Daytona, but I never thought I'd do it on an Indian," joked McHenry, who rode the beach course at Daytona in the late '50s on Harley and BMW equipment. McHenry also rode the first two Daytona 200s to be run on the banked Speedway.

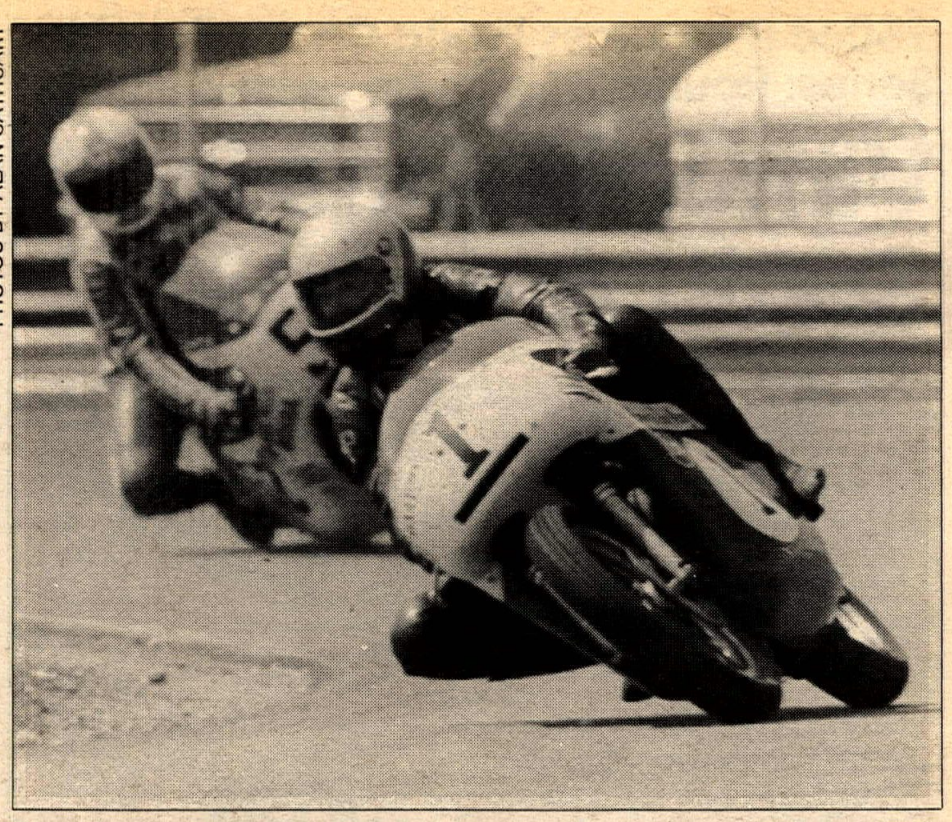
Mark Samuelson's '47 Norton Manx was left trailing behind in third until he was eventually caught by the winner of the 200cc class, Johnny Szoldrak, who cranked his little Parilla over to some lurid angles on its skinny tires. Second to him in the class was Bob Barker, a former early 60s road racer, who was riding a Bultaco 125 belonging to the star West Coast ace of those days, Tony Murphy.

"Tony's had this bike almost since it was new," said an elated Barker. "Believe it or not, this is the first time it's ever finished a race. The guy he bought it from had it new in '65 and couldn't make it run, and neither could Murphy. I was just lucky, I guess."

The main Historic race was for the 500cc Premier class which also allowed 750cc flatheads made after 1950. Hopes of a repeat of last year's titanic duel between eventual winner Kurt Liebmann's OL Special BMW and three-time Daytona 200 victor Roger Reiman's Harley KR750 were dashed when Reiman fell off twice in practice — the second time spraining a wrist badly enough to have him withdraw his entry.

This still left Liebmann to face a determined challenge from last year's third place man, and Isle of Man TT winner, Dave Roper on the Team Obsolete G50 Matchless. From the flag, it was Roper who surged into an immediate lead with the BMW close behind. Surprisingly, the British single looked to be a match for the German twin for speed on the banking, but on lap five Liebmann shot into the lead coming out of turn five. "I tried coming onto the banking a gear higher and bogged it," said Roper, "and before I knew it Kurt was past me and 50 yards ahead." Roper soon caught up in the infield and at the start of the next lap the two were side-by-side going into turn four. That's where the incident happened that determined the outcome of the race: closing on a slower rider going into the turn, Roper was forced to take the escape road before rejoining the race, still in second place.

PHOTOS BY ALAN CATHCART



Dave Roper (1) won the Formula 750 battle over Kurt Liebmann (52). Liebmann led Roper to the finish in the pre-1950 500cc class.



Former dirt trackers Pat McHenry (41) and L.V. Hall (following) styled in the pre-1950 750cc class. McHenry won over Hall.

"Kurt went for the inside of the guy," said Roper, "and I guess he saw him and moved over to the outside to give him more room. That left me with no place to go since I was already shaping up to pass him on the outside. We hit each other, he went down, and I almost did too. Too bad it had to happen because it could have been a great last lap otherwise."

Liebmann rode steadily to the flag to take the win, with Roper closing in the final laps, but unable to get back on terms. Behind, British visitor John Cronshaw, one of England's leading vintage riders, seemed to have established a safe third place after an early battle with Pat Moroney's Harley KR, but a post-race protest that Cronshaw's Manx Norton, entered as a 500cc machine, was actually an ineligible 600, was upheld when the bike's owner, Kentuckian Martin Adams, refused to have the motor stripped and measured. The consequent disqualification left Moroney in a well earned third on the flathead Harley, in spite of being lapped by the first two flying finishers.

The switch to the new infield track, using the whole of the west banking run in reverse, proved an adverse move for the older bikes which got strung out by the wide-open banked section, and also struggled somewhat for breath on it. Next year the plan is to have a Historic Day at the Speedway on the Tuesday of Cycle Week, allowing the older bikes to run on a smaller track more suited to their abilities. •

Results

350cc L/W: 1. Malcolme Tunstall (Duc); 2. Joe Lachniet (Yam); 3. Bill Hinson (Yam); 4. Stan Nicholson (Gre); 5. James Reed (Yam).

250cc L/W: 1. Ed Culbertson (Duc); 2. Bob Crawford (H-D); 3. Alan Barker (H-D); 4. Fred Mork (H-D); 5. Louis Snedden (Duc).

FORMULA 750: 1. Dave Roper (BSA); 2. Kurt Liebmann (Hon); 3. Pete Kogut (Nor); 4. Kurt Lynch (Duc); 5. Pat Conroy (H-D).

PRE-1940: 1. Beno Rodi (BSA); 2. George Wilsin (Ind).

PRE-1950

750cc: 1. Pat McHenry (Ind); 2. L.V. Hall (Ind); 3. Mark Samuelson (Nor); 4. Butch Baer (Ind); 5. Dennis Leggett (Ind).

200cc: 1. Johnny Szoldrak (Par); 2. Bob Barker (Bul).

100cc: David Hughes (Ita).

500cc: 1. Kurt Liebmann (BMW); 2. Dave Roper (Mat); 3. Pat Moroney (H-D); 4. Mike Smith (Tri); 5. John Wiman (Mat).

250cc Motocross World Championship Series: Round 1

Vimond wins in South Africa



PHOTOS BY COLIN WATLING

(Above) The Corobrik course; (below) Second-moto start, with Redman (33), Drechsel (11), Nilsson (7), Everts (10) and Campbell (34).



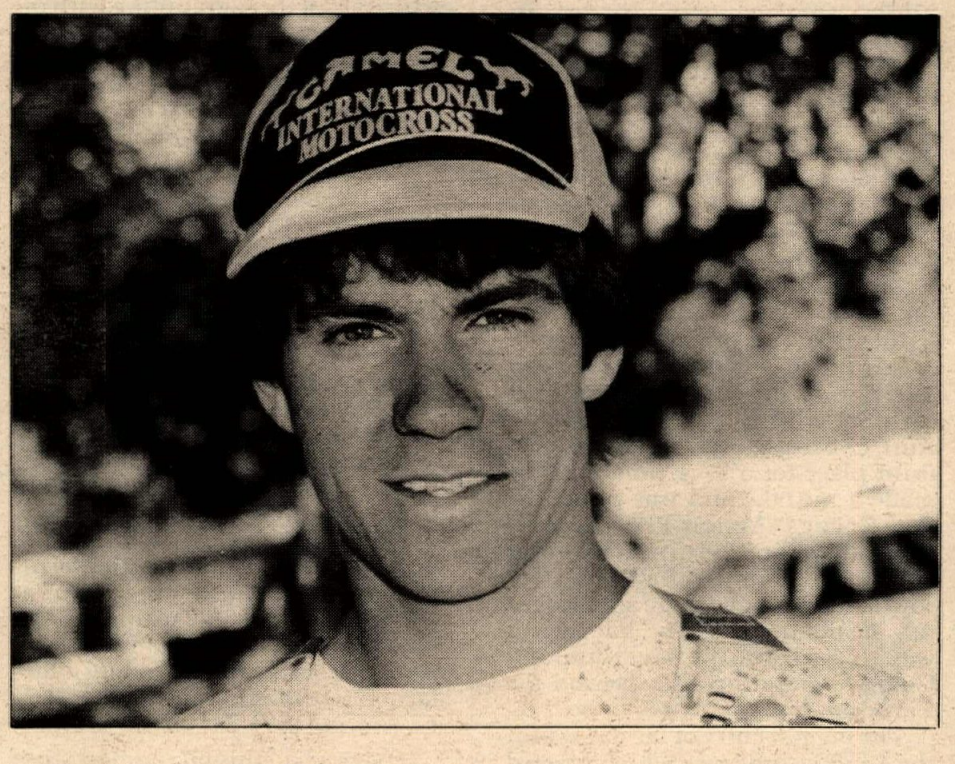
(Below) Larry Wosick rode his Caltex Honda to 11th in the first moto, DNF the second to finish 16th overall. Conditions were unusually wet.







Championship contenders Vimond (left) and Nilsson (right), Yamaha vs. Husqvarna; (below) Wosick, riding and living in Africa.



By Peter Clifford

COROBRIK, SOUTH AFRICA, MAR. 9

While Frenchman Jackie Vimond on the Yamaha won the opening round of the 250cc World Championship in South Africa, Americans Jim Tarantino and Larry Wosick had a day of mixed fortunes with Tarantino showing his best form in the first leg where he finished a superb third on his production Suzuki.

Arguably the most impressive performance of the day though came from Sweden's Jorgen Nilsson, who was fastest in practice and won the second leg convincingly. A perfect performance was spoiled by his first-leg start when he was last away on the works Husky. He got too near the gate and the bar dropped on his front wheel. Riding like a demon he pulled through to finish fifth which put him second overall.

For Tarantino and Wosick South Africa's first Motocross GP was a heaven-sent chance to show their metal against the best in the world. Both were well prepared for it having dominated the South African scene between them. Tarantino had won two South African Camel International Series and is reigning South African 250cc Champion. Proof that he was on top form came from his trip back to the states where he won the Golden State Series 125cc class and was fourth in the 250cc class.

Tarantino was in a confident mood but offical timed practice put a damper on his enthusiasm as heavy rain had turned the purpose-built circuit into a mudbath. In a country where dust is a more usual problem and the organizers had imported soil specially from the coast, mud was an unexpected problem. In those conditions the Europeans dominated practice with Nilson fastest at two minutes 23.55 seconds closely followed by Vimond at 2:24.19, Italian Michele Rinaldi on the new works Suzuki at 2:24.65 and World Champion Heinz Kinigadner from Austria at 2:25.67.

Tarantino was 10th fastest at 2:29.29 with Wosick 19th on his Honda, four seconds slower. With no more rain and some work by the organizers the circuit dried considerably by the first leg and Vimond shot into the lead from the start. He was certainly inspired and left Kinigadner to do battle with Rinaldi and Maico-mounted Swede Lief Niklasson. By lap seven Rinaldi had broken away from the others and Kinigadner suffered the first of three crashes.

Reigning 125cc World Champion Rinaldi set our after Vimond but the Frenchman had a 27-second advantage with nearly half the race completed and the situation was impossible. Back in the pack Tarantino had made an average start and was soon up to 10th. He worked his way through the Europeans steadily, having the most difficulty passing German Arno Drechselon on the KTM and Niklasson who were racing for fourth behind Swede Anders Eriksson. In the last quarter of the race Tarantino dealt with both Drechsel and Niklasson, seeming to get quicker as the race wore on. As a reward for his efforts fortune smiled on him and third-place-man Eriksson crashed. There was no point in chasing the leading pair who were well in front and Vimond won comfortably, easing off to let Rinaldi close the gap to 20 seconds at the finish.

Wosick was very disappointed with

(Continued to page 18)

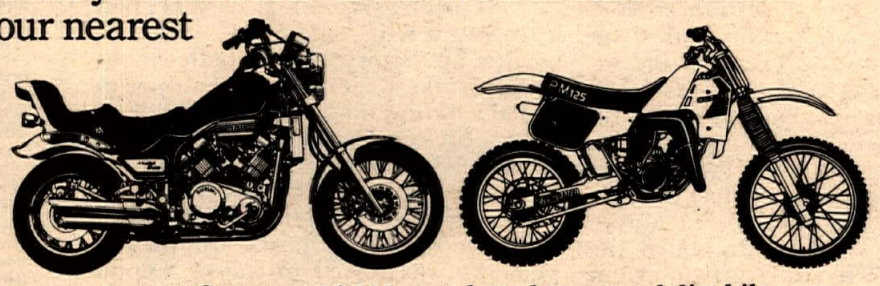
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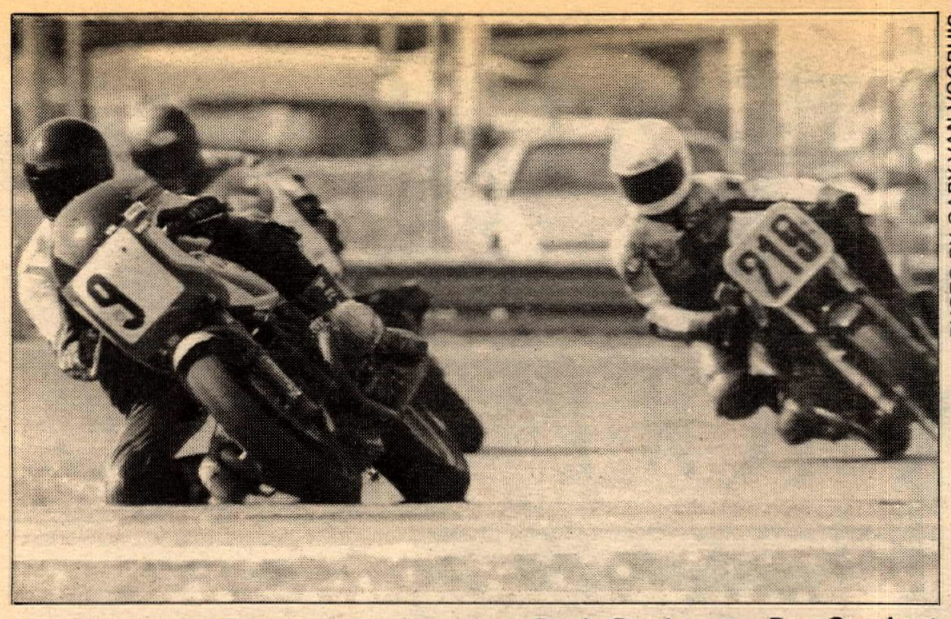


PHOTO BY GARY VAN VOORHIS

The Supertwins Expert class win went to Devin Battley over Bert Stuckert and Stuart Beason. Charles Wallace (219) was fifth place Novice finisher.

AMA Championship Cup Series: Round 1

Whitson leads the parade

By Gary Van Voorhis

DAYTONA BEACH, FL, MAR. 6

Richard Whitson, with class wins in Formula One and Unlimited Superbike in the Expert division, led the annual invasion of Daytona International Speedway by the ranks of up-and-coming road racers in Cycle Week's annual amateur activities day.

Other performances of note were turned in by James Pennington in the Expert ranks with a win in Middleweight Superbike and a second in Formula Two. Novice Steve Gavin showed he may be a rider to watch by winning the Middleweight Superbike class and then turning in second place performances in Heavyweight and Unlimited Superbike.

Of the 565 riders pre-entered to try their skill on a modified 1.7 mile course utilizing the majority of the Daytona infield course in addition to running turns two and one (clockwise) of the Speedway oval, 353 saw their names appear on the tally sheets. No-shows, scratches and mechanical attrition thinned the ranks.

Whitson, aboard a Kawasaki 1000 sponsored by Kawasaki/Suzuki City of Stuart, Florida and Superbike Mike Engineering, gave all the credit for his wins to his sponsors and tuner Bob Kathman.

"The track configuration is really quite good," said veteran racer Kurt Leibmann before the Formula One final. "The problem is this wind we have is blowing sand on the track and that could be dangerous."

Whitson quickly stole the lead from fellow Kawasaki pilot Paul Giambrone and set out to collect his first win of the day. Giambrone stayed close while crashes eliminated the challenges of Kevin Hunt and Allan Smallwood. By the halfway point, Whitson had a gap on Giambrone while Paul Stokes, on a Honda, and Yamaha rider James Knipp diced for third. The nod went to Stokes at the finish.

New AMA CCS racing is the RZ Challenge, an Expert/Novice combined race for Yamaha RZ350 riders. While engines must remain stock, a rider may replace any part on his bike with parts manufactured by Yamaha for RZs sold in other than the U.S. The ruling was devised to allow U.S. owners with bikes which meet government emissions control rules to compete with Canadian or other RZs which don't have to meet such rulings, thus having an overall power advantage.

The win went to Warren Harner in a very close finish over Doyle Carter after Mark Sturtevant was disqualified for a rules infraction. Carter led off the line with Sturtevant quickly assuming the lead while Carter and Harner engaged in a close quarters duel. Harner eventually got the upper hand and kept Carter at bay until the finish. Eric Moe finished third.

Whitson grabbed his second win of the day with what amounted to a romp in the Unlimited Superbike Expert final. Whitson was gone from the start and effortlessly opened up a 10-second gap on second which remained to the finish. Honda 1000 riders Paul Stokes and Kevin Hunt had a good tussle going for second until Stokes broke away late in the race. Hunt then came under pressure from John Giambrone and his Kawasaki and finally found himself in fourth. Hunt had to hold off the Suzuki-mounted challenge of Ronald Carter to secure his fourth.

"I just tried to ride as hard as I had to for the win," said Jim Pennington after his victory in the Middleweight Superbike Expert final. Pennington led a Kawasaki Ninja 600 parade of the top four spots. Pennington took the lead from Anthony Weadon with Weadon then sliding down and out of contention. Phil Berke held second before Ross Hall moved around and Berke was forced to follow second place finisher Hall home. BB Montemayer filled out the top four.

Gavin, aboard a Ninja 600, nearly went down in the horseshoe section of the track a half-dozen times, but never lost control in the Middleweight Superbike Novice final while continually stretching out his lead. Yamaha rider Scott Baringer and Honda-mounted Gregg Fenley put on a good show in their fight for second. Baringer eventually put some breathing room on Fenley in the final laps to finish second. Gavin had a 12-second lead at the finish.

The Supertwins final was a battle of BMWs and Bert Stuckert, Stuart Beatson and Devin Battley were the combatants. Interestingly, Stuckert taught Battley how to get the most out of his riding style and Battley, in turn, taught Beatson. Stuckert held Beatson and Battley at bay for the first four laps, but a bobble by Stuckert while Beatson was challenging gave Battley just the opening he needed to take the lead and then hold on for the win. Beatson topped Stuckert for second.

"I know their riding style and they know mine," said Battley after the finish. "I waited for my opening and took advantage of their mistakes. It could have been anyone's race." Battley, who recently opened Rockville Harley-Davidson in Rockville, Maryland, was riding the San Jose BMW (1000) he campaigns in both Battle of the Twins and the Superbike ranks.

Gary Horton, on a Honda 750 out of his shop, The Tuning Point, led the Heavyweight Superbike Expert final from start to finish, but he didn't think he was going to win it. "I was cruising along," said Horton, "and on the final lap the engine sputtered and I thought it was going to die. I was almost out of gas. I jiggled the bike and it went back to running smoothly, but it gave Jim Knipp the chance to really close the gap on me."

Knipp, on a Honda, worked his way to second by dispatching the Yamaha of Kenneth Davis and then Pennington and his Ninja before putting a run on Horton. Pennington slid out while fourth on the final lap to end his ride. Knipp topped Davis for second.

Gavin's trouble in finding a good and fast line through the horseshoe may have cost him the win in the Heavyweight Superbike Novice final. Gavin's lead was whittled down on each lap by Suzuki rider Geoffrey Wilson. Gavin gave him extra encouragement by bobbling badly twice and each time Wilson gobbled up space. On lap eight, Wilson took the lead and held it to the finish. Gavin was close behind at the checkered flag.

David Curtis wouldn't give up in the Formula Two Expert final and that attitude paid off with a last lap pass for the lead and the win — barely — over Pennington. The upperhand belonged to Pennington, but Yamaha TZ250-mounted Curtis inched closer on every lap until it was time to make his move on the final one.

"I had the lead and then I got into heavy traffic," said Pennington. "David got by and there was no place to get back by him once he got the advantage. It's a tough way to lose after riding so hard."

Results

L/W SUPERBIKE COMBINED: 1. Robert Marquardt (Hon); 2. William Beesch (Yam); 3. William Campbell (Hon): 4. William Bannon (Suz); 5. Ralph Ackroyd (Yam).

F/1: 1. Richard Whitson (Kaw); 2. John Giambrone (Kaw); 3. Paul Stokes (Hon); 4. James Knipp (Yam); 5. Ronald Carter (Suz).

RZ CHALLENGE: 1. Warren Harner (Yam); 2. Doyle Carter (Yam); 3. Eric Moe (Yam); 4. Danny Baxley (Yam); 5. Tim Ledbetter (Yam).

UNLIMITED SUPERBIKE EXP: 1. Richard Whitson (Kaw); 2. Paul Stokes (Hon); 3. John Giambrone (Kaw); 4. Kevin Hunt (Hon); 5. Ronald Carter (Suz).

UNLIMITED SUPERBIKE NOV: 1. Theodore Marczyk (Yam); 2. Steve Gavin (Hon); 3. Geoffrey Wilson (Suz); 4. Tom Hines (Kaw); 5. Patrick Johnson (Hon).

M/W SUPERBIKE EXP: 1. James Pennington (Kaw); 2. Ross Hall (Kaw); 3. Phil Berke (Kaw); 4. BB Montemayor (Kaw); 5. Chris Bloch (Suz).

M/W SUPERBIKE NOV: 1. Steve Gavin (Kaw); 2. Scott Baringer (Yam); 3. Gregg Fenley (Hon); 4. Peter Johnson (Duc); 5. Michael Oldroyd (Suz).

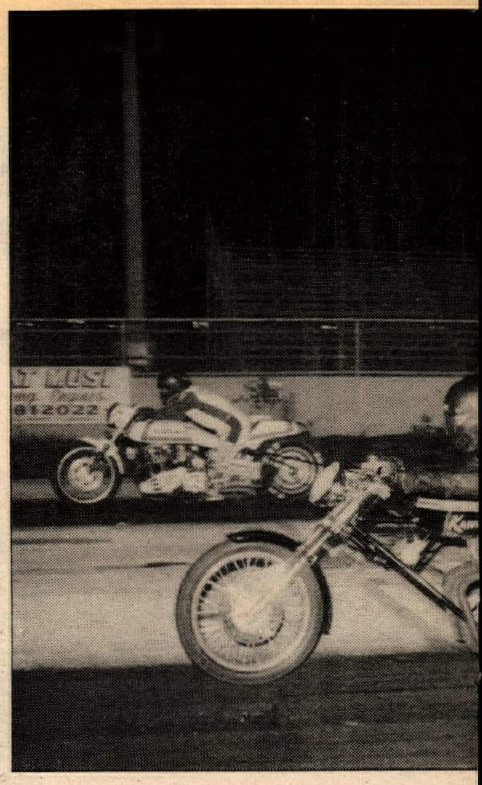
SUPERTWINS: 1. Devin Battley (BMW); 2. Stuart Beatson (BMW); 3. Bert Stuckert (BMW); 4. Kurt Liebmann (Duc); 5. Peter Johnson (Duc).

H/W SUPERBIKE EXP: 1. Gary Horton (Hon); 2. James Knipp (Hon); 3. Kenneth Davis (Yam); 4. Don Leavitt (Hon); 5. Tim Bender (Hon).

H/W SUPERBIKE NOV: 1. Geoffrey Wilson (Suz); 2. Steve Gavin (Hon); 3. Gus Christensen (Yam); 4. Gregg Fenley (Hon); 5. Jean Dubois (Kaw).

F/2 EXP: 1. David Curtis (Yam); 2. James Pennington (Kaw); 3. Phil Berke (Kaw); 4. Ross Hall (Kaw); 5. Chris Bloch (Suz).

F/2 NOV: 1. Lawrence Hanlon (Yam); 2. Peter Johnson (Duc); 3. Mike Mathews (Hon); 4. Richard Sears (Kaw); 5. George Brown (Suz).



Alaska's O'Connor rode his Kawasak Suzuki (far lane) in the first 1985 D

Dragbike! National Championship Series: Round 1

Hollywood Top Fuel win to O'Connor

By Tom Loughlin

HOLLYWOOD, FL. MAR 3-4

"Squeaks" O'Connor made good his nearly 7,000 mile trip from Anchorage, Alaska to take the Top Fuel win in the Dragbike! season opener at Miami-Hollywood Speedway. A special Saturday event — the Hognationals — for riders with Harley-Davidson machinery only saw Sonny Michalowski win the Open Fuel class.

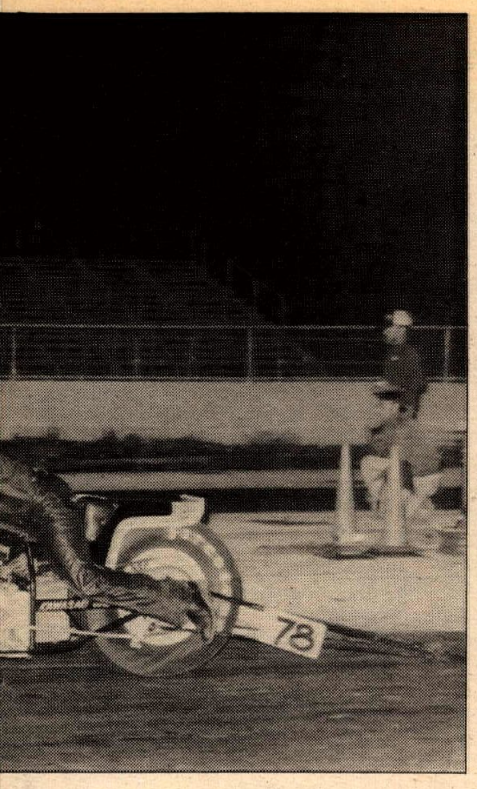
O'Connor, the number one qualifier in the Top Fuel field, started off his winning string on a solo pass on his nitro-injected Kawasaki in the first round of eliminations with a strong 8.21 second, 163.63 clocking on the quarter-mile. Mark Miller soloed into round two on his Turbo Kawasaki when Michalowski broke off the line. Suzuki rider George Babor downed Jaime Morocco for his spot in round two while Jim McClure outran Larry Hayes.

O'Connor downed Miller in round two for his ticket to the final while Babor earned the other final round berth with an easy run when McClure red-lighted on the start.

Babor turned in a strong start, but it wasn't enough as O'Connor came on strong at the finish to post an 8.69/154.63 to Babor's losing 8.58/151. The win was O'Connor's first in Dragbike! since 1978.

The first round in Funny Bike led off with top qualifier Ferd Keyes soloing his Suzuki over the broken Steven Bishop Kawasaki. David Hicken downed Jo Hutchinson while Randy White put Tom Pazolt on the trailer.

Keyes received a bye into the final in round two and Hicken downed White to set up a Suzuki versus



p Fuel victory over George Babor's e National.

Kawasaki final. Keyes came off the line first and stayed there to down Hicken with an 8.346/161.87 pass to Hicken's 8.703/153.84.

The Pro Stock division provided the hottest time for a great portion of the crowd as eventual winner Russ Nyberg flirted with the national record all weekend and 8.6 second times were the order of the day.

Nyberg, the top qualifier, soloed in round one while Charlie Gressman downed Rod Phillips and Mike Keyte made John Mafaro a spectator. John Sachs, Jr. outran Larry Ferrante in the final pairing.

Nyberg, on the Power Enterprises Kawasaki, defeated Gressman after Gressman had ended his chances on the line when he jumped the start trying to cut a light on Nyberg. Keyte topped Sachs with an 8.763/151.51 to a nearly identical 8.762/150.75 for his spot in the final.

Keyte's Suzuki came up with mechanical problems after his semi run and that left the run in the final to Nyberg alone. He responded with a solo 8.69/149.25 pass.

The Pro Competition win went to Suzuki rider James Hayden in a solo run while in Pro Dragster it was Kevin Cleary, on a Harley-Davidson, taking the win. Cleary downed 1983 class champ Steve Hopkins in round one and later met Dennis Soquet in the final, but Soquet proved no match for Cleary's 8.87/154.63 winning ride.

Junior Pippin and Woody Woodward met in the Competition Eliminator final. Woodward, on a Honda, red-lighted on the start to hand an easy 10.64/93.84 win to Pippin. •

Results

PROD ELIM: 1. Malcolm Schlafer (Kaw); 2. Eric Reese (Yam).
ET BRACKET: 1. Joe Trembicki (Kaw); 2. Ed Pierpoint (Yam).
SUPERGAS: 1. Bob Sinclair (Kaw); 2. Randy Stager (Suz).
YOUTH ELIM: Michael Aerts (Yam).
STREET KING
T-10: Jerry Rand (Kaw).
T-16: Dick Gumbdert (Kaw).
T-30: Cleveland Hare (Kaw).
HOGNATIONALS
OPEN FUEL: 1. Sonny Michalowski (H-D); 2. Jaime Morocco (H-D).
PRO DRAGSTER: 1. Kevin Cleary (H-D); 2. Bill Furr (H-D).
OPEN GAS: Wayne Loftain (H-D).
ET: 1. Bud Ibinger (H-D); 2. Junior Pippin (H-D).
STREET KING
SHOVELHEAD: Thomas Bubel (H-D).
SPORTSTER: Jeff LoForte (H-D).
PANHEAD: Brent Barbera (H-D).



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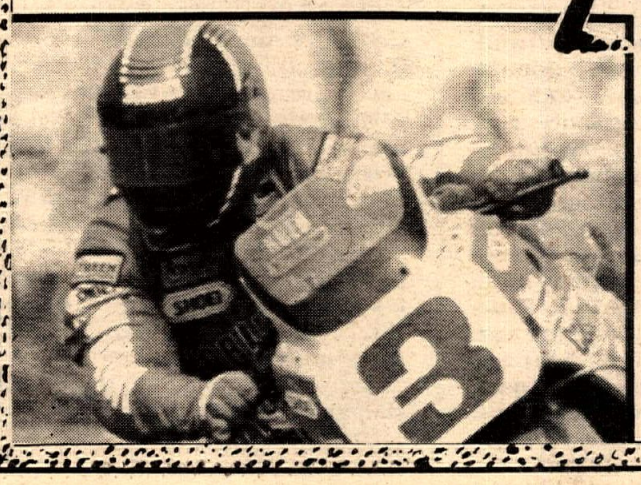




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SHOEI

Race Notes



Congratulations to the many SHOEI riders finishing in the top ten during the 1985 Daytona Cycle Week.

Daytona 200
5th Rueben McMurter
6th Jimmy Filice

Formula One
4th Randy Renfrow
5th Rich Schlachter
9th Doug Brauneck

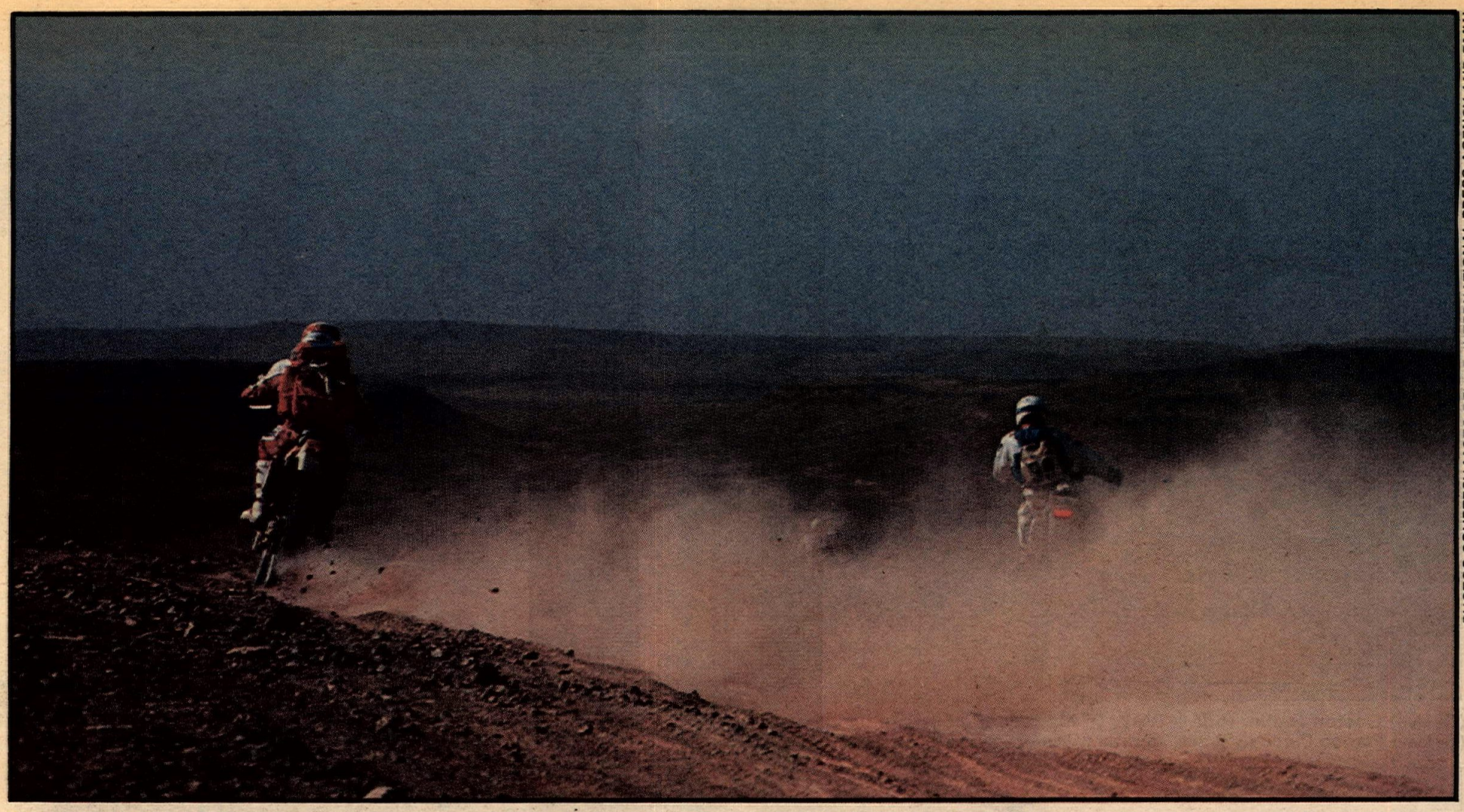
Formula Two
4th John Long
5th Rich Schlachter
7th Jeff Heino
10th Doug Brauneck

Supercross
2nd Jeff Ward
8th Scott Burnworth

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Riders head into the Tenere desert, which was considered the toughest part of the Paris-Dakar rally. Severe sand storms added to the difficulty.

Seventh annual Paris-Dakar Rally

Rahier victorious again

By Rex Reese
PARIS, FRANCE/DAKAR, SENEGAL, JAN. 1-22

In an almost-unbelievable come-from-behind ride, three-time 125cc Motocross World Champion Gaston Rahier piloted his battered Team BMW/Marlboro/Playboy 980cc G/S to his second-straight win of the grueling, 6500-mile Paris-Dakar off-road rally. The diminutive Belgian's win was all the more remarkable because Rahier's ride almost ended as soon as it began — a head-on collision with a motorist outside Paris left him with a badly damaged — but still rideable — machine. Rahier then fought his way up through the field and surprised everybody at the finish by winning the rally with an elapsed time of 88 hours, 42 minutes, and one second. French rider Jean-Claude Oliver (Yam) was second with a time of 89:53:03. American rider Chuck Stearns, sponsored by Sonauto, the French Yamaha importer, in his first Paris-Dakar race, placed a credible sixth overall with a time of 92:10:50.

Rahier's win was also BMW's fourth Paris-Dakar Rally victory in five tries. But his misfortune encouraged race-watchers to place their bets on more likely winners, among them French rider Serge Bacou (Yam), who was an early leader until he dropped out, and Picco (Yam), who led almost to the end. Yet, even up to the final days of the three-week-long race, Rahier's chances of winning, much less finishing, seemed slim.

For Team BMW and many other teams and individual riders entered in the rally, Paris-Dakar is serious business. The manufacturer who wins this event can bank on seeing increased motorcycle sales, since Paris-Dakar had earned itself the reputation of being not only the toughest off-road race in the world, but also the most prestigious. Therefore, he who wins Paris-Dakar also wins extra market share. But that's easier said than done.

Preparing for Paris-Dakar is also serious racing, and those entered (well, mostly everybody) gear up for the event with all the meticulousness of a major military campaign. Riders pilot specially-prepared and equipped bikes, which feature giant-capacity gas tanks, extra-bright halogen headlights, modified frames to hold up under constant pounding, and hand-built engines. Besides carrying extra spare parts, gas and oil, all entrants are required to take with them a survival kit and provisions for two days, just in case they get lost. And many do. Backing all of this up are support vans, support planes and helicopters, mechanics, doctors, spare parts and more spare parts.

Yet none of the elaborate preparations and precautions taken for Paris-Dakar can guarantee success, only a fighting chance. All it takes to spell defeat is one more big rock to break the last spare wheel, one last tweak in the frame which defies fixing (changing frames was prohibited this year), or having the rider break a part of his body. This doesn't include getting lost, running out of gas, insufferable heat and cold, endless stretches of sand, immense dust storms, or even armed insurrection. Two people were killed when their support airplane was shot down by guerillas in Mauritania, and a British entrant was out of the race after he was almost picked clean by robbers.

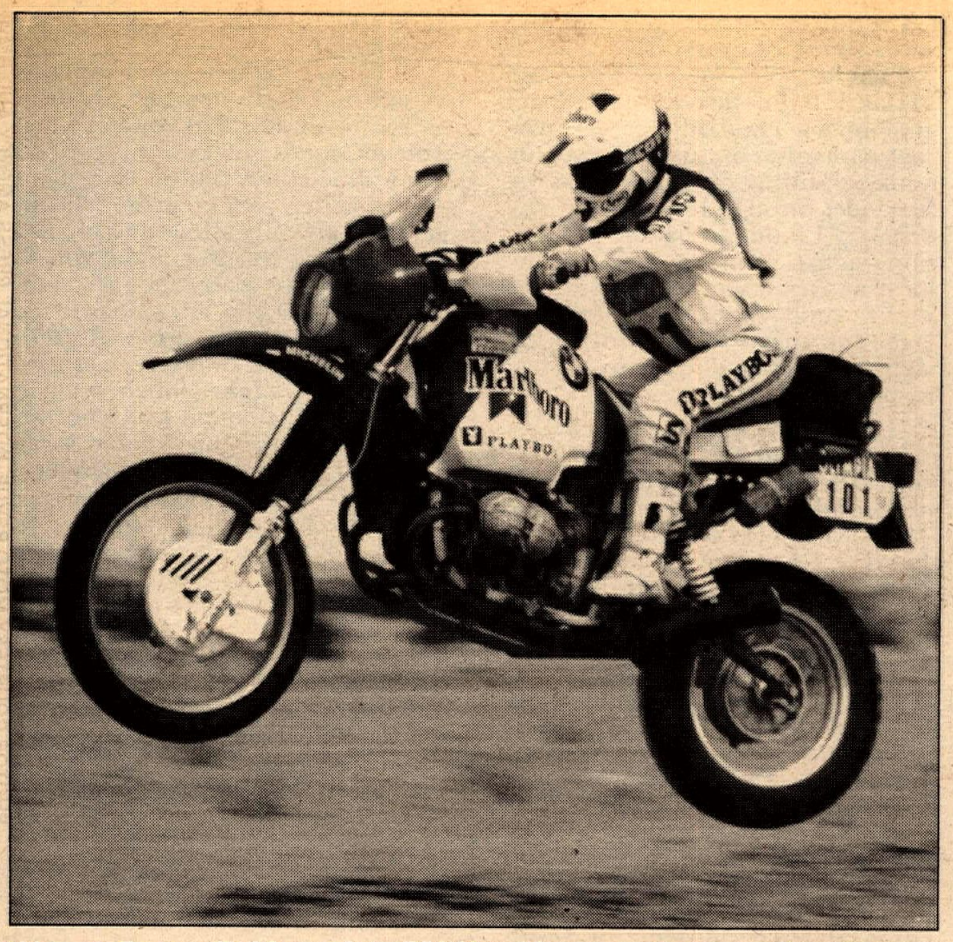
Racing got underway at 7:00 a.m., New Year's Day, in Paris at a starting point near the Eiffel Tower. Besides the 300 or so cars and trucks also entered, 148 solo motorcycle riders, 15 sidehack teams, and three ATVs were flagged off on their long journey to adventure and, maybe, glory. The weather at the start was chilly, not unusual for late winter in Europe. But it would all end over 6000 miles, one ocean crossing, half a continent and 22 days later in the sweltering heat of Dakar, Senegal. This is a place on the west coast of Africa were both motorcycles and sufficient caloric intake are equally rare. Only 25 bikes made it all the way.

Joining Rahier on the factory BMWs were Frenchman Raymond Loizeaux and German rider Eddy Hau, both of whom also suffered disasters, forcing them to retire from the race, leaving just the Belgian to carry on. Also fielding major teams were Cagiva, the French and Italian Yamaha importers, and Honda France. The rest of the field was made up of privateers, ranging from well-equipped, privately-sponsored teams, to riders who were sponsoring themselves.

Once underway out of Paris, riders spent the first day of the race making a wide-open run due south to the Mediterranean port city of Marseille. From there, it would be a two-day sea-crossing to Algiers, capital of Algeria, in north Africa.

But already Rahier was in big trouble. He was able to miraculously walk away from a head-on crash with a car just hours after his start, but his factory BMW was a mess, with bent forks and frame. It would have been no problem to have the support team fix Rahier's bike, but they were already on the water and would be waiting for him in Algeria. Rahier had no option but to get back on his bike and ride it the best he could, which was with great difficulty. It didn't handle at all, and the former World MX Champ spent most of the ride to Marseille crashing and getting back off the ground.

The near-disaster of the first day back in France wasn't made any better by a shaky boat ride across the stormy Mediterranean sea. Once in Algeria, Rahier and all other entrants then had to endure what would be the first of several border crossings and customs inspections as they crossed

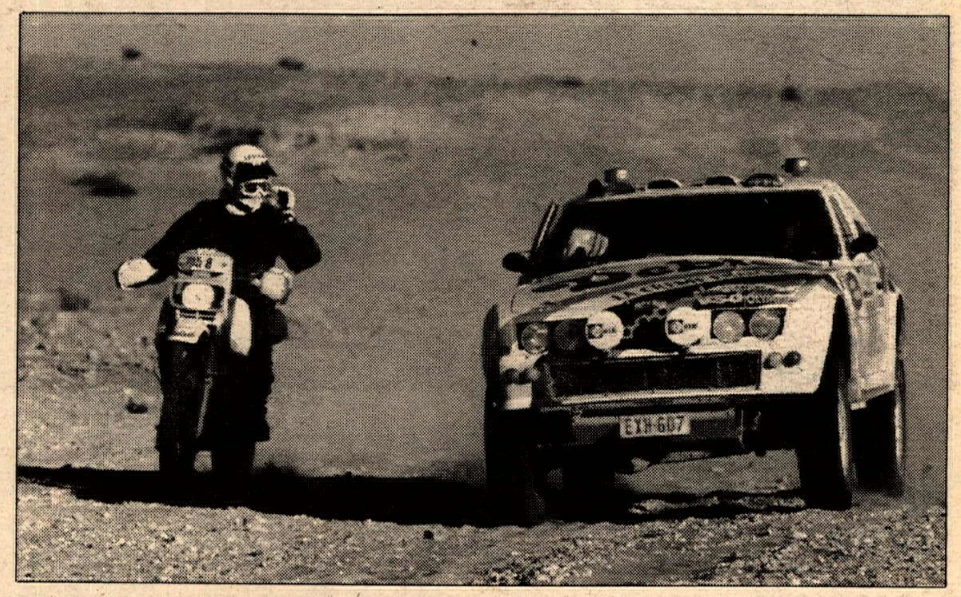


(Above) Gaston Rahier rode a BMW to his second consecutive victory. (Below) Franco Picco (83) and Andrea Marinoni begin another day.

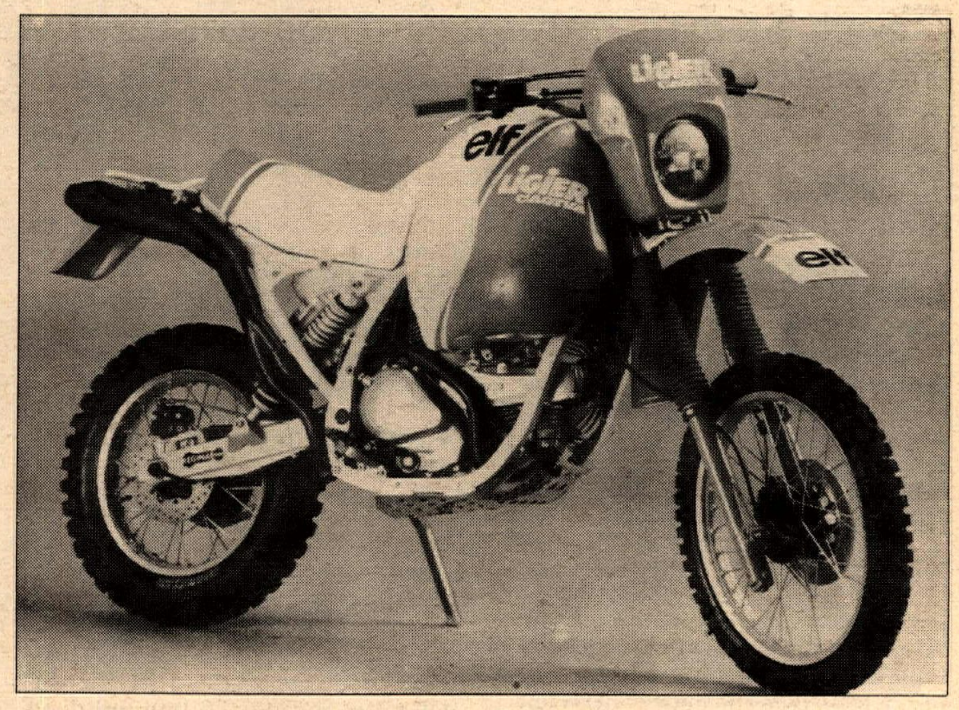




(Above) Riders rode through some sections in groups, for safety. (Below) Motorcycles actually beat the cars on elapsed time.



(Below) The Ligier Cagiva Elefant 750 featured a massive 16-gallon gas tank. Hubert Auriol rode it to eighth place; he was in third near Timbuktu.



from one country to another.

At this point Rahier was down about three hours and 30 places on the leader, who was Honda France rider Jean-Michel Baron. Attempts were made to straighten out Rahier's bike by the BMW mechanics, but nothing really worked. Then, to add further gloom to the situation, as the race progressed to the next stop, Ouargla, both Hau and Loizeaux injured themselves in crashes, forcing them to retire.

But things were slowly beginning to look hopeful. As the rally wore on, the field quickly began to thin out; additionally, Rahier's problems were slowly being solved and he was able to make time on the lead. The picture up front began changing as well when front-runner Baron crashed out of the race with a broken collarbone, handing over the lead to Team Gauloises Yamaha rider Bacou on day five.

Bacou remained in command for the next several days as the race passed through Algeria then into Niger. At Agadez on day 10, about half of the motorcycle entries were history, which was probably just as well, because the really hard racing was just beginning. Here, the rally departed from its regular course to take a loop through the Tenere desert, a place so hot, with so much sand, locals call it the "desert of deserts."

This year, as part of the rally's strategy, riders had to bring along a compass to help get them along. For Bacou, it was, unfortunately, his defective compass which led him astray in the desolate Tenere. By the time he returned to Agadez, Bacou was hot and tired, off the pace and out of the lead. Picco was now in front.

The rally rolled westward into the country of Mali and the legendary city of Timbuktu. Racers trudged onward through more vast desert, but were suddenly stopped by a horrific storm, forcing everybody to seek shelter in a small canyon for 24 hours before the 75 mph gale blew over. Once things got moving again, Rahier had advanced to within 45 minutes of Picco; third was Cagiva rider Hubert Auriol. Stearns had spent most of the race riding consistently and patiently, even winning some of the daily "stages" which made up Paris-Dakar, putting himself in the top six or seven overall positions.

Another brief sandstorm made more entrants drop out as riders made their way into Mauritania which led up to the final stages of the rally. Picco, who was beginning to feel the pressure from Rahier gaining on him, finally blew his lead by being penalized for missing a check. Now Rahier was the leader.

While he crossed the deserted wastelands of this north African country, Rahier and Stearns became allies for the balance of the rally, as they dug each other's bikes out of the sand dunes. The two riders kept within sight of each other as they wicked it through Mali and then, finally, into Senegal. After hundreds of miles of blazing heat, choking sand, disorienting terrain, storms, and strange people, the final 30 miles from the small Senegalese town of Sali to the beach north of Dakar was a cakewalk. In fact, Stearns cruised on ahead of Rahier to win the final stage of Paris-Dakar to secure himself sixth place.

But the race was Rahier's. He had beaten the trackside cynics as well as his competition. He had made it when others couldn't. Still, he was the gracious champion, saying, "Anybody who made it to Dakar this year deserves to be treated like a winner."

The 24 other riders who did probably wouldn't disagree. •

Results

1. Gaston Rahier (BMW) 88:45:01; 2. Jean-Claude Olivier (Yam) 89:42:41; 3. Franco Picco (Yam) 89:53:03; 4. Andrea Marinoni (Yam) 91:50:03; 5. Cyril Neveu (Hon) 92:10:49; 6. Chuck Stearns (Yam) 92:10:50; 7. Francois Charliat (Hon) 93:57:29; 8. Hubert Auriol (Cag) 94:12:41; 9. Gregoire Verhaeghe (GRS) 96:28:52; 10. Christian Courtois (Yam) 98:40:36.



PHOTO BY INTERNATIONAL PRESS AGENCY

Chuck Stearns became the first and only American to ride Paris to Dakar.

Interview: Chuck Stearns

LONE AMERICAN IN AFRICA

By Kit Palmer

Chuck Stearns did not win the prestigious 6500-mile Paris-to-Dakar race, but in a way it doesn't really matter — he finished, and finished a very respectable sixth overall.

Stearns, the first American ever to finish (or start) the Paris-to-Dakar race, spent 22 consecutive days on his highly-modified TT600 Yamaha riding through the deserts and mountains of Northwestern Africa. We caught up to Stearns a few days before he headed back to Europe to compete in more races, and he told us about what it is like to ride Paris-to-Dakar.

"The rally itself started right at the Eiffel Tower in Paris, France, and headed down paved roads to the Mediterranean — about 684 miles," said Stearns. "It was a long haul. Then we loaded up our bikes on a boat and headed to Algeria, where we all spent the night in a hotel.

"Of the first three special test sections, I had fuel pump problems in two of them. I had to transfer gas from the front tank to the rear tank with a bottle and lost about an hour. The third special test section was 325 miles through very, very fast desert —I won it by half an hour. The fourth special test was a short one — it ran through the mountains for about 100 miles. The course wound around the mountains, sort of like the Pike's Peak race (held in Colorado), but I had fuel pump problems again.

"The next day we went 373 miles through the Tenere desert. I kind've had an eerie feeling through there, because it is very, very flat and you can see 360° of the horizon. The terrain is the same consistent color and nothing but flat horizon all the way around. I was going 100 mph for hours on end — definitely a weird feeling.

"On this day, I could see Gaston's (Rahier) tracks, but I could tell he was going 5° off course. I knew my compass was right, so I took my own direction. I feel pretty confident when I'm out there alone, so I don't have much problem being away from other riders.

"Then we had what was called the marathon section. It was 746 miles that was broken up into two special test sections. There was a lot of shrubery, the ground was soft and it wasn't very fast.

"The next special test section was 249 miles through rolling meadows that had strange-looking trees. The course went around and around, kind of like a motocross course. For the past few days, we were out of the desert, then we headed back into the desert that turned out to be the hardest part of the rally, because where they sent us, there were no roads, and at this point, it was all navigation by the way of compass and roll chart.

"On the chart, they gave us pictures of mountains, and you had to watch your odometer and follow the mountains. At one point, they had to stop the rally because of severe sand storms and continue the second half the next day. It was really bad.

"After that, we headed into Senegal where there was thick vegetation, lots of shrubbery, and this is where we saw a lot of animals. I saw monkeys and hyenas through here. This led us into Cobra National Park that was also full of shrubbery.

"The last special test section ended in Dakar. It runs through old villages and jungles. The roads were very narrow paths that are usually used by donkeys pulling carts, and I was the first rider through this section. The best way I found to handle this section was to ride into town and ask the local natives where the next village was. I would say the name of the village, and they would point in the right direction and to the road I had to take.

"I left the park and entered a 310-mile stretch to Dakar. I went to a town called Thies, from Thies I headed towards the beach and then to Dakar, which was about 37 miles. On that day, I had four seconds on the guy for fifth, but there were so many people on the beach, I had to back off and he caught up to me, and he beat me by one second — I finished sixth.

"The most difficult section of the rally was through the Mietia desert —there has never been a road cut through there, and that was scary. Everybody got together and rode through there together, but I went by myself, because I wanted to make up time — it was kind've like crossing hell. It was rocky, absolutely no vegetation and reminded me of Death Valley (in California). There were parts where the sand dunes were so soft, it would bury my bike up to the engine cases and cover the front disc brake.

"This was the day I had the most problems, I would hit sand dunes that would swallow my bike five, six or seven times in one day. I would have to get off my bike and pull it out by the front wheel, all by myself — it was very tiring. It was pretty hot, too; about 90°. It was enough to make you sweat while you were riding. That day lost 35 bikes and a lot of cars too.

"In the Tenere desert, where there was horizon in every direction, our route chart said that after 186 miles we would see the mountain range of Boute du Mauritanie; sure enough, right at 186 miles, I saw the mountain range, and it dropped me right into the middle of them where they had a checkpoint.

"All throughout the rally, I was very conscientious about my bike —it has to go all these miles every day. You're allowed to change two engines, but it is a matter of making it through each day, although, my bike is a four-stroke and is a mild revver, so it's almost indestructible.

"At the end of each day, I stayed in a camp wherever the rally stopped. Africa Tours, who sponsored the rally, had food for us every night; it was good food but nothing I would go out and eat right now. But during the rally, it was very good.

"Half the other nights, we would stay in a village. We had a guy on the plane who had a little pee-wee motorcycle that, as soon as we landed, would run into the villages and find us a house or hotel to stay in. We had it pretty good.

"My job at the end of the day was to fill the bike up with gas and leave a note on the bike for my mechanic to make any necessary repairs. My mechanic would travel behind me in a four-wheel drive Land Rover and would cover the same exact course as the riders, just in case you should break down, they can come along and pick you up.

"Immediately after I ate, I would go to some private place and would pull out my roll book and my papers that I roll on my roll chart and translate the French roll book into English. I can understand French, but I rewrote it in my roll chart in English so I can read it faster. It would take an hour to an hour-and-a-half to do the translation.

"I carry a backpack that contains certain mandatory items. One of them is a walkie-talkie that you use when you get lost. If you pull this cord on the walkie-talkie, it turns on a silent beep that they pick up in the helicopter. You are only allowed to use it if you are very, very lost, and if you do use it, you are out of the race automatically. Luckily, I never had to use it. Plus, you have to carry with you a day/night signal flare (it can be used either day or night), an energy lantern, a small first-aid kit, a mirror, and two metallic blankets to break the wind. I also carry a little water.

"I did run into a few problems out there. Two days in the Tenere desert, I had problems with bad gas. At 279 miles out, which is about the range of my gas tank, they had a gas pit, and I picked up bad gas. So, I had to change spark plugs twice, two different days. In order to do that, I had to take off the airbox and the 12-gallon gas tank, which caused me some problems. Then, one of those days, I had an electrical short. After that, I didn't really have any more problems; just a bad fuel pump, gas line, bad gas, an electrical short and some problems with the foam in one of my tires. I had a lot of confidence in my TT600.

"The worst experience I had in the full 22 days of riding was a run-in with a dog, and I almost crashed. I was just about wide open when this dog wandered out in front of me; I turned left real quick, but it still wandered in my way. Then it stopped right in front of me and I mowed right through the dog. I killed the dog and *almost* crashed.

"Then there was this one night in a special test section, and I was the eighth bike through. The guys in front of me weren't relying on compasses, so I took off in my own direction, and, sure enough, I found the course and I was leading. My roll chart says always, always head west. I kept thinking 'west, always west,' but about 20 miles from the finish, the road turned kind of north, and it really threw me off. I should've stayed on the main road, and I continued west . . . west. It got dark, and I was basically lost and was a little scared — I didn't have any idea where I was. As it turned out, Rahier also got lost by following my tracks. This was one of the most frightening times. Eventually, I sat down and pulled out my headlamp that I carry in by backpack and opened up my map. I figured out there was this road in front of me, and once I got to the road I knew where I needed to go. It was, again, kind of a scary feeling — being very, very alone.

"At the finish, I had an excellent feeling within me — it's a feeling of accomplishment. Many people thought that I couldn't and wouldn't do it; being the first American and the only one really made me feel good. The only real feeling of disappointment came during the last 10 days. I picked up three hours on the leader, and I won the most special test sections, so I was a little disappointed I didn't win, and that I didn't do a little better. I wanted first place real bad. Shortly thereafter, I felt really good that I made it — *really* good.

"I saw all kinds of neat terrain and some really great people along the way, and I loved every minute of it. One thing is for sure — the Africa I saw was very alive and healthy.

"I think riding Paris to Dakar is the ultimate off-road experience, because three-quarters of the rally was the most fun riding I've ever done in my whole life; it's virgin territory, there's no whoop-de-doos and it's very scenic. I think it's the ultimate, and I want to do it again." •



PHOTOS COURTESY MOTO REVUE, INTERNATIONAL PRESS AGENCY AND BMW

Playing catch up in Africa: Gaston and the gigantic BMW, outside a mud-walled city in the desert, coming from too-far behind.

Profile:

The incredible saga of *Gaston Rahier*

By Roger Willis

Upon arriving in Dakar, the capital city of Senegal, on January 22, a 37-year-old Belgian dwarf with bristles sprouting out of his top lip proclaimed: "It's the most beautiful day of my life..."

Gaston Rahier had, against all odds, won the Paris-Dakar Rally for the second time. Fifteen days previously, as the BMW team effort crumbled around his ears and his own time penalities mounted towards terminal proportions, he'd disconsolately mumbled: "Here, I think everything is lost."

The French, never noted for magnanimity in either victory or defeat, blamed Rahier's winning in 1984 on luck. In '85, they had no such excuse. In last year's rally, French pique was aroused because "Gastonnet" — the derisive "Baby Gaston" label they'd given him — decisively trounced his BMW team-mate and all-round French superstar, Hubert Auriol. To twist the knife, Auriol had discovered that, despite winning the rally twice for BMW, in 1980 and 1983, he'd been on a vastly inferior financial deal to Rahier.

With factory and other sponsors' bonuses, the little Belgian was reputed to have collected a "drink" worth more than $100,000. Auriol was not a happy man and Gallic pride led him into comprehensively burning his boots by demanding a similar deal for his 1985 effort.

BMW not only dispensed with his services, but also moved the whole rally team organization back to the factory in Germany. Expatriate German ISDE veteran Herbie Schek, who had designed and built all the boxer-based desert bikes for BMW France, was also left out in the cold, and entered the '85 Paris-Dakar on a KTM.

Against such an acrimonious background, Rahier headed towards this year's bash. Like many desert racers, his pedigree was excellent, particularly the three sets of 125cc motocross World Championships nailed up over his mantlepiece from way back in 1975, 1976 and 1977. His conversion from being an over-the-hill MX hero to riding over hills of sand right across Africa had been punctuated by a demonstration of extraordinary toughness and resilience when faced with horrific injury.

One of Gaston's wrists was almost completely severed in 1982. The hand was only saved by being sewn back on and then surgically linked to his abdomen, to maintain sufficient blood supply, for several weeks. He had proved, too, that his diminutive stature wasn't any hindrance to riding the massive BMW desert battleaxes WFO...

The new factory controlled team unveiled its bikes in Marlboro colors, having lost the previous year's main sponsorship from Penthouse. Just to maintain some mammary interest though, a subsidiary deal got the Playboy logo onto the paint job. Looking for some practice, Rahier took his bike to Egypt for the Rothmans Pharoahs Rally and promptly took it to first place. German motocross and enduro rider Eddy Hau gained his spurs in the BMW team by coming second. The pair also crossed the Atlantic to share a ride in the Baja 1000, finishing fifth overall.

In the freezing grey Parisian dawn on New Year's Day, Gaston Rahier set out as the clear favorite to take his BMW to Dakar ahead of everyone else. Almost immediately, his luck seemed to have run out...

That first day of the Paris-Dakar was a 620-mile blast down surfaced roads through France to the Mediterranean port of Sete, for embarkation to Algiers. The only dangers were boredom and the intense cold. Rahier livened things up a bit for a few of the 500,000 spectators lining the route by attempting to head-butt a passing motorist near Brive. While he escaped without personal injury, his bike had become distinctly second-hand. Three days later, after the sea crossing and a gentle, non-competitive, 370-mile ride south from the Algerian coastline to Ouargla, he discovered just how seriously second-hand it actually was...

The rally began in earnest with a 190-mile special test to El Golea. The entire BMW master plan, based on a team of three riders supported by 13 mechanics — equipped with three Puch 280GE 4-WD truck-ettes and a MAN heavyweight number, loaded with spares and chilled tinnies — not to mention the manager, extra spannerman and physiotherapist stage-hopping in a support aircraft, began to disintegrate. The frame of Rahier's bike was bent and he spent much of the first day riding it sideways, doing crab impersonations and getting penalized on time. Worse still, the third team member, Raymond Loizeaux, scuppered his veteran Paris-Dakar reputation by seriously lunching self and bike. He had to retire and Hau was also down on time.

Rahier's position would have been even further down the field if a French BMW-mounted privateer called Pescheur hadn't surrendered his own back wheel to replace Gaston's item, smashed in the rocky wadis. This generosity was returned by the BMW entourage, who gave virtual works support to Pescheur for the rest of the rally.

Another three days later, as the rally reached the last town in Southern Algeria, Tamanrasset, the situation hadn't improved. During the last dangerous special test, looping up into the Hoggar mountains from In Amguel to Tam, Eddy Hau crashed so heavily that his retirement was inevitable. As the mechanics worked feverishly to straighten out Gaston's bike at every overnight stop and fuel check, the loneliness of being a sole survivor set in. He came close to giving up, but didn't.

Self-satisfied pundits, seeing Rahier over 30 places down the field and some two hours behind the lead bike at El Golea, had too speedily written him off as a no-hoper. At Agadez, in Niger, he had crept back up to eighth place, despite still being over two hours adrift of works Yamaha rider Serge Bacou. The daunting two-day loop through the very heart of the Sahara, the Tenere desert, began, nicknamed the "Santos Raid" by rally organizer Thierry Sabine and designed to deliberately thin the field out, if not actually kill them.

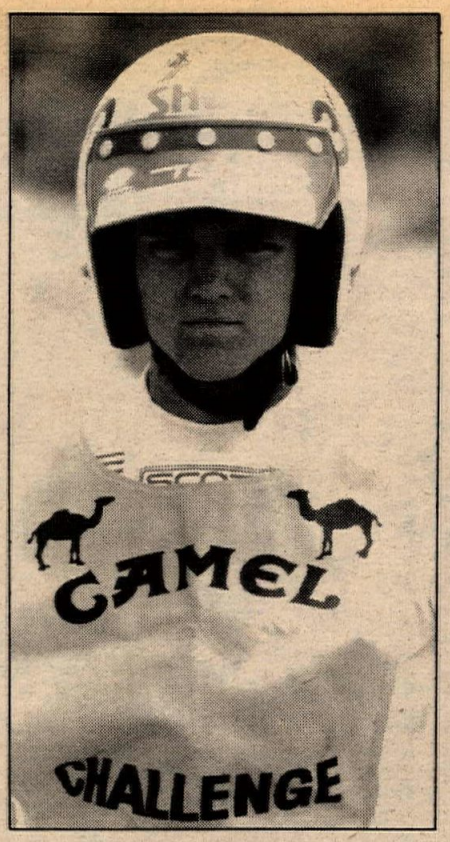
It may be unkind to suggest that old motocross headbangers have difficulty operating maps and compass, but blinded by sandstorms as they rode through featureless dunes, an awful lot of them got lost... except little Gaston on the biggest and least-

Gaston, in the middle of his two BMW teammates, with the massive BMW he'd ride to victory in Paris-Dakar. The man is tough.





Gaston Rahier and the BMW, alone on the Paris-Dakar course.





Jim Tarantino (shown in the pits and in action) gave up the typical life of a southern California Pro motocrosser to make his fortune in South Africa, winning the 1984 National Championship.

manageable bike. Rahier was quickest on both days and, when he got back to Agadez, was lying second overall behind the Italian Yamaha rider Franco Picco.

Bacou had not only dropped from first but also dropped out of the top 10. The search aircraft were still looking for him and crueller wags were joking that if you were following Serge and he turned left, the best route was obviously to the right. When he eventually showed up, at the end of the Agadez rest day, recriminations began to fly, mainly in the direction of Rahier and referring to the miraculous improvement in his bike's handling. Had BMW replaced the frame? Bacou thought so and wanted the scrutineers to check it. His own Yamaha team leader, Jean-Claude Olivier, silenced his protests, knowing that Rahier's exclusion would lead to reprisals and that the Yams were unlikely to be "clean." Rahier, apparently, just grinned and denied everything.

As the rally swung west toward Dakar, still several thousand kilometers away, the French press were tipping Picco to win but Gaston began whittling away the Italian's half-hour lead. The route stretched through Mali towards Mauritania and the remaining competitors — only a third of those starting from Paris were left — realized that Sabine had saved up a nasty surprise. Traditionally, the last week of the Paris-Dakar Rally gets easier, showing mercy to tired bikes and tired riders. This year it even got harder. It was still wide open...

Although a calm and patient rider, Rahier began to lose the caution that had kept his damaged bike rolling in the rally's early days. Attacking Picco also meant blowing off Auriol, his old adversary, who was making a desperate attempt to climb up the Belgian's chuff. Gaston had started to take risks as the few remaining riders went down like flies on the road from Tombouctou.

The conditions in Mauritania were truly horrible. Miles of 'feche-feche', which is soft alluvial sand covered by a thin crust, were punctuated by treacherous dunes and mountainous sections that were like riding up heaps of rubble. Sandstorms were still prevalent and even the support planes risked being shot down by Polisario guerrillas. (One of them actually was, killing both occupants.) Disputes continued about the efficacy of Sabine's timekeeping and the erratic way penalties got dished out.

At Kiffa, Picco's mum (or his mechanic) tucked him in for the night dreaming of an apparent 45-minute edge over Rahier. Poor Franco woke up in the morning to be told that Gaston had really got the lead — by seven minutes. BMW's small Belgian person was finally in front. Picco was not happy... he continued screaming the gut Italian translation of "I was robbed" right up to the end.

In those last days, Italian team unhappiness characterized the Paris-Dakar. Squabbling broke out amongst the Cagiva-Ligier crew as to whether Marinoni had passed Auriol, or not. The truth was, as always, a prisoner of Thierry Sabine's conscience. Leaving the arguments about spaghetti allocation in the distance behind him, Gaston Rahier pulled out a healthy half-hour lead before his triumphal throttle-happy run down the 37 miles of Tiougioune beach into Dakar, the thunder of Atlantic surf in his ears. He earned the first sloppy kiss from "Miss Senegal" and Yamaha's Jean-Claude Olivier got the second, having crept past the Italian to grab the number two slot.

Capital investment, power-to-weight ratios or numbers of cylinders had meant nothing. Raw circumstance, raw courage and raw talent had conspired to make sure that the best Belgian won. •

250MX *(Continued from page 10)*

his ride into 11th place, complaining of problems with the rear shock on his production Honda. From the start of the second leg he was obviously determined to put that well behind him. He gated superbly along with Nilsson, Drechsel and South African Brett Redman, son of four-times road race World Champion Jim Redman. Nilsson was soon away into and increasing an unassailable lead, even more impressive than Vimond's effort in the first leg. This time Vimond had started badly and was in the bottom half of the top 10. Worse off was Tarantino who fell on the first lap, spraining his ankle. "All I could do then was ride consistantly and hope to finish," he commented later.

Another faller on the first lap was Rinaldi and he was even further back than the American. Up front things were not going as well as they seemed for Wosick. "I had a puncture right from the start, I fought it for a bit but when it was completely flat it was hopeless and I had to pull in. I am really disappointed because I wanted to put on a good show here so that I could get the backing to go to Europe later in the year for some of the stadium meetings. I still want to go but it isn't going to be easy."

Wosick stopped after six laps and Eriksson, who had been charging through the field, was promoted to fourth. Fifth was Frenchman Patrick Fura on a Honda and sixth the KTM of Belgian Dirk Geukens but they were rapidly being overhauled by the hard-charging Vimond. Through the middle of the race the Frenchman pushed on relentlessly and although Eriksson fought back strongly when it came to taking fourth place he could only hold on to Vimond for a couple of laps.

Next came South African Redman and as Vimond closed in to take third the partisan crowd tried to encourage their man to greater efforts. He had nothing left to give, though, being unused to the Grand Prix distance. Vimond out-braked him into a tight left hander over a rise and it was all over for the local rider. His strength was spent and, although he tried gamely, he dropped back to finish seventh, still a promising start to his Grand Prix career.

Up front, Nilsson stretched his lead to 20 seconds before being told to cool it by mechanic-cum-manager Rolf Tibbin, an ex-World Champion. Dreschel held a comfortable third well ahead of Vimond, who was 30 seconds down at the flag. Eriksson held with Fura only just keeping fifth from Dutchman Gert van Doorn on a Honda, who had fought his way up from a bad start. Kinigadner was glad to finish eighth and get a few points after the disastrous first leg which had finally ended with him crashing into the crowd over a jump and injuring a spectator. Marc Velkeneers on a Maico was ninth after he, too, had crashed out of the first leg.

Tarantino was disappointed to be 13th after such a great ride in the first leg. It didn't mean that he was about to race off to Europe and follow the Grand Prix circuit. "That would take an awful lot of doing," he said, "I've settled here for the moment so I'll be staying for the season at least, after that, who knows. To be honest I didn't really expect the Europeans to be as fast as they were."

South Africa made a big effort to see that their first motocross Grand Prix was a success and both the circuit and the organization were praised by the riders. They will be holding the event again in '86. As far as the 250cc championship goes, Vimond flies home with 35 points to Nilsson's 31 but the Swede was tremendously impressive on the new water-cooled monoshock Husqvarna and will be a hard man to beat for the rest of the season. •

Results

MOTO ONE: 1. Jackie Vimond (Yam); 2. Michele Rinaldi (Suz); 3. Jim Tarantino (Suz); 4. Arno Drechsel (KTM); 5. Jorgen Nilsson (Hus); 6. Leif Nicklasson (Mai); 7. Patrick Fura (Hon); 8. Anders Eriksson (Yam); 9. Yannig Kervella (Hon); 10. Maurizio Dolce (Hon).

MOTO TWO: 1. Nilsson; 2. Drechsel; 3. Vimond; 4. Eriksson; 5. Fura; 6. Gert van Doorn (Hon); 7. Brett Redman (Yam); 8. Heinz Kinigadner (KTM); 9. Marc Velkeneers (Mai); 10. Dirk Geukens (KTM).

OVERALL: 1. Vimond (1-3); 2. Nilsson (5-1); 3. Drechsel (4-2); 4. Eriksson (8-4); 5. Fura (7-5); 6. Tarantino (3-13); 7. Rinaldi (2-DNF); 8. van Doorn (12-6); 9. Redman (13-7); 10. Kervella (9-11).

POINT STANDINGS: 1. Jackie Vimond (35); 2. Jorgen Nilsson (31); 3. Arno Drechsel (30); 4. Anders Eriksson (21); 5. Patrick Fura (20); 6. Jim Tarantino (18); 7. Michele Rinaldi (17) 8. Gert van Doorn (14); 9. (TIE) Brett Redman/Yannig Kervella (12).

TEN YEARS AGO

Jimmy Ellis, Can-Am factory racer, overcame slow starts to win the 250cc class in the Yamaha Super Series MX at the Houston Astrodome. That class was dominated the following day by Honda factory racer **Marty Smith. Jim Weinert** combined two strong second-place finishes to win the 500cc class on Friday, but got into a blocking battle with **Pierre Karsmakers** on Saturday and was held to two third-place scores. **Tony DiStefano** won both 500cc motos on Saturday.

Venezuela roadracer **Johnny Cecotto** speaks no English, and as a result didn't understand the "one minute rule" at the 1975 Daytona 200 miler. Cecotto arrived on the starting grid just as the last wave got underway —and therefore didn't have to sit on the grid for a minute cooking his clutch, as did Yamaha pilot **Kenny Roberts.** Cecotto charged from a last-place starting position to ultimately finish third. Roberts retired on the 16th lap with a fried clutch.

In the city of Rialto, California, six police cadets were trained as undercover agents for the police department. The federally-funded program has the cadets riding motorcycles, and attempting to "... mingle with other riders and keep their eyes open for potential burglars." According to Lt. **George Wescott,** author of the program, "we want potential burglars to feel that every motorcycle they see might be a police cadet."

Barry Sheene underwent surgery on March 7 for broken vertabrae and the bones in his left leg. Sheene was reported in satisfactory condition, recovering from injuries received in a pre-Daytona crash.

The American team won the World Speedway challenge on a rain-slicked course at Irwindale Speedway in California. The Americans dominated the first eight races, with brothers **Steve** and **Mike Bast** scoring impressive wins over world champions **Ivan Mauger** and **John Davis.** Rain poured down and the track became unrideable after the 14th race, and the event was cancelled. At the time the American's held a 14-point lead in the event, giving them the overall series win: 110 points, to 103 points for the world team.

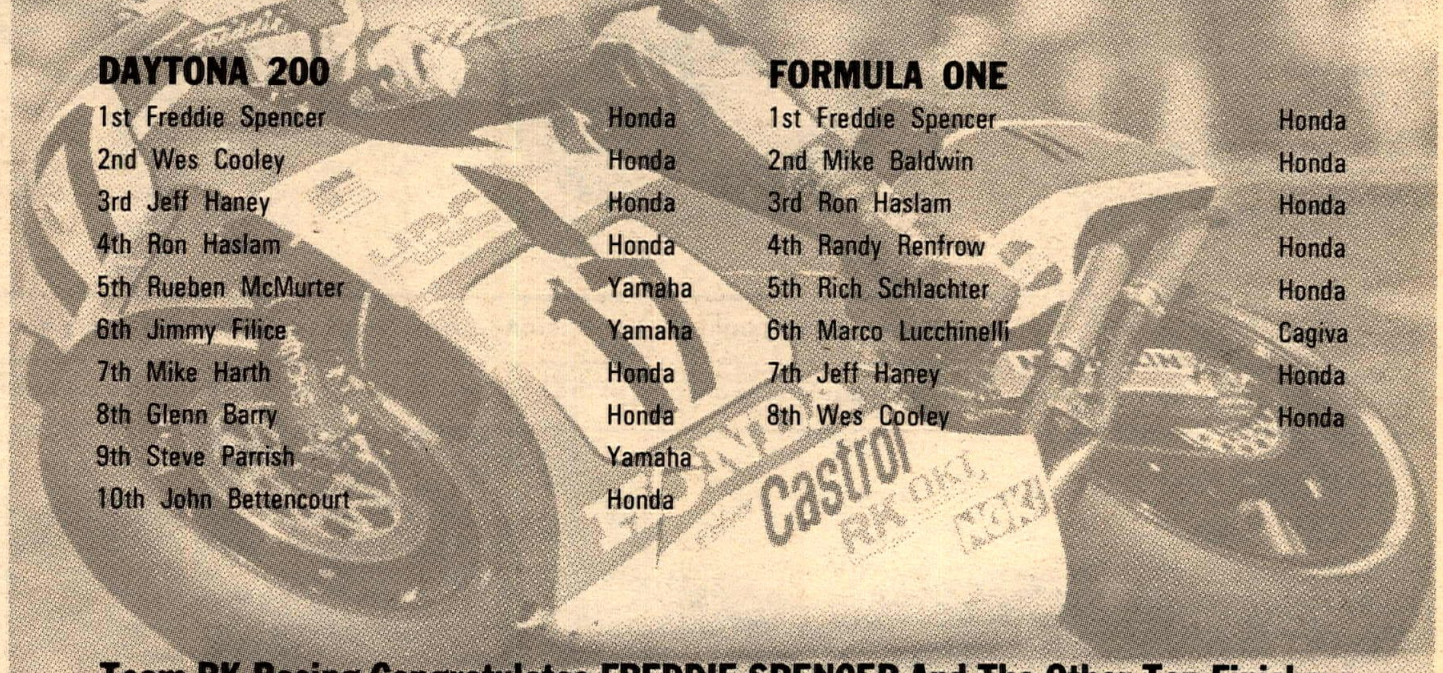
Gary LaPlante rode his Bultaco to first place in the Expert class at the Usery Pass Trials, held near Phoenix, Arizona. LaPlante was followed at the finish by Suzuki riders **Jeff Koskie** and **Tim LeBlanc.**

The Husqvarna 250CR was scrutinized, and was found that "It requires an experienced rider to wring the full benefits from it." Of course, Huskys have always carried a lofty price, but as reported in the article; "At $1750 the new 250CR Grand Prix certainly isn't cheap, but then what would you expect to pay for a 206-lb. works machine that is totally race ready?"●

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2nd	Wes Cooley	Honda
3rd	Jeff Haney	Honda
4th	Ron Haslam	Honda
5th	Rueben McMurter	Yamaha
6th	Jimmy Filice	Yamaha
7th	Mike Harth	Honda
8th	Glenn Barry	Honda
9th	Steve Parrish	Yamaha
10th	John Bettencourt	Honda

FORMULA ONE

1st	Freddie Spencer	Honda
2nd	Mike Baldwin	Honda
3rd	Ron Haslam	Honda
4th	Randy Renfrow	Honda
5th	Rich Schlachter	Honda
6th	Marco Lucchinelli	Cagiva
7th	Jeff Haney	Honda
8th	Wes Cooley	Honda

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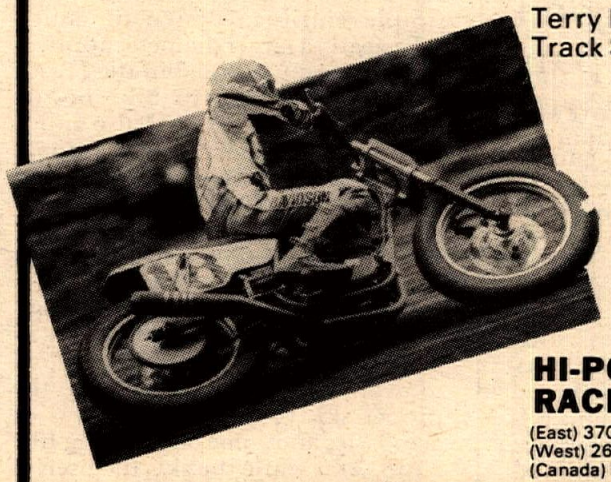
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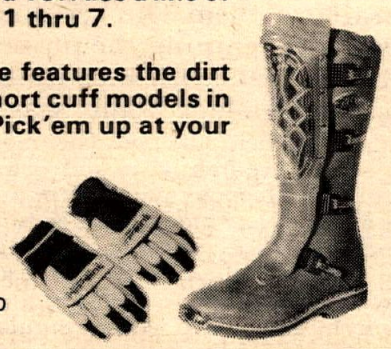
TERRY POOVEY GROOVES THE WISECO/DAYTONA DIRT TRACK SERIES



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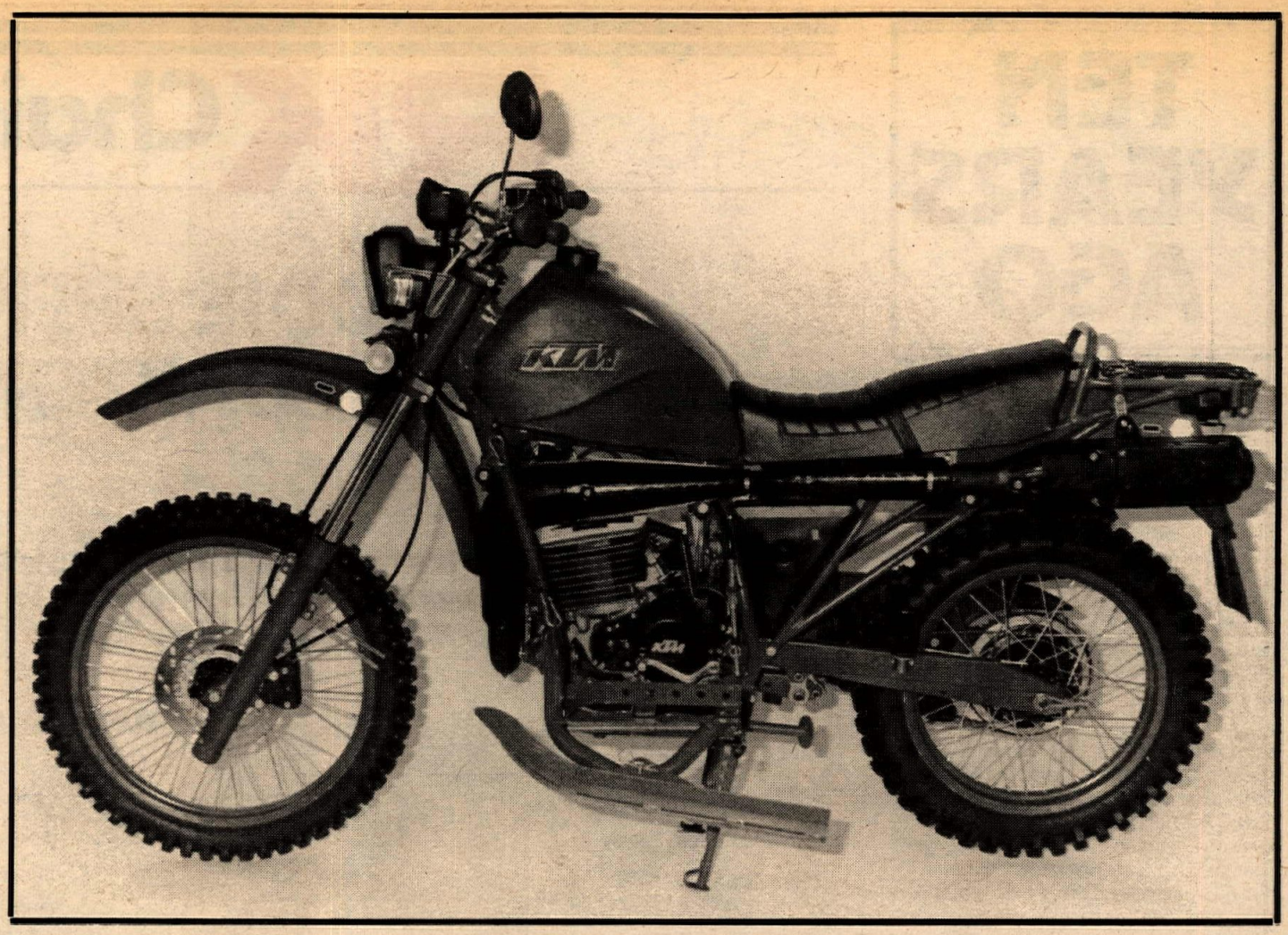


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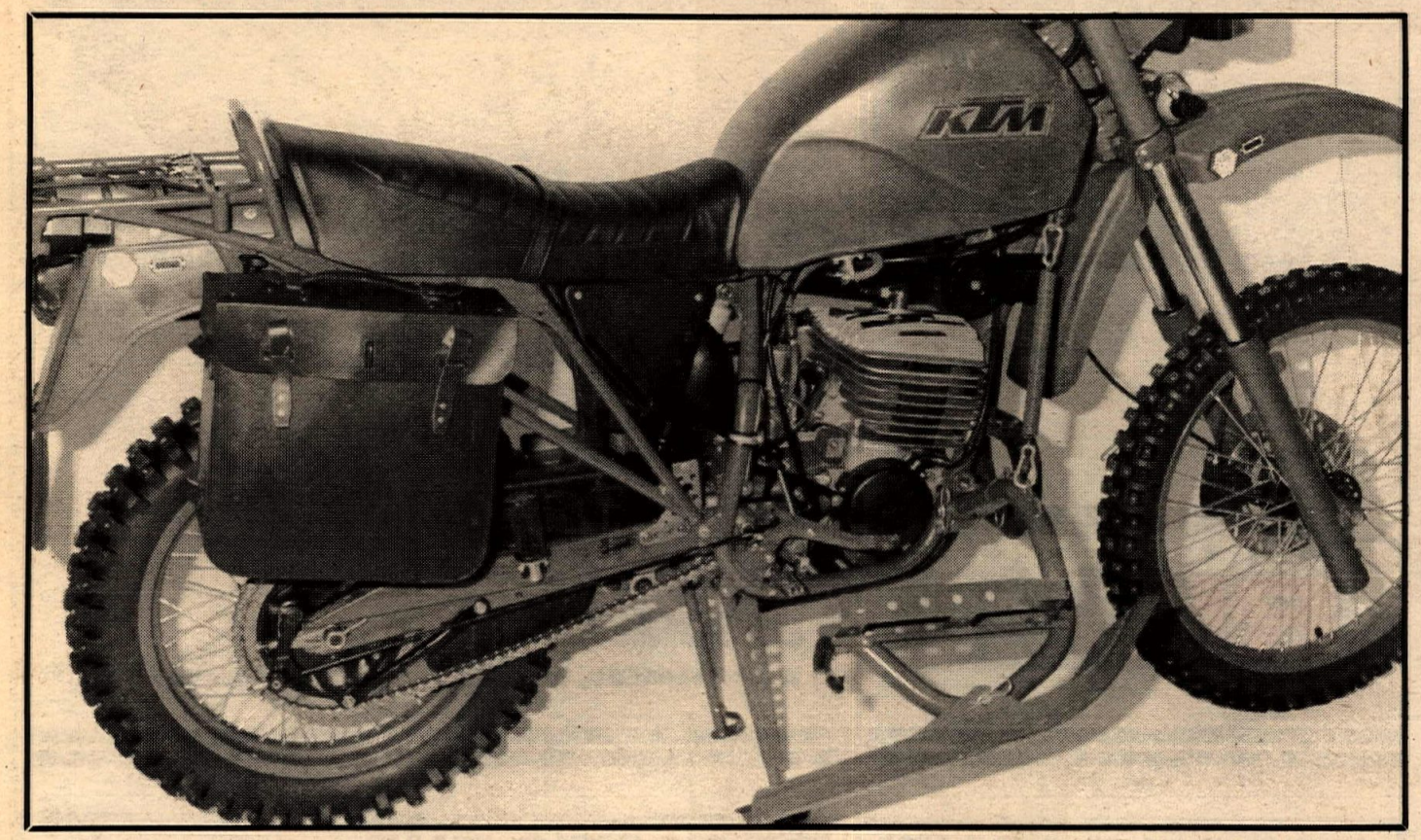
The Sno-mo-bike

KTM Gelande-Military



Designed and built for the Austrian Army, the KTM Gelande-Military is a hybrid equipped with removable skis.

An extra low seat height, large fuel tank and saddlebags are part of the package, but you can't go out and buy one.



By Tom Kolnowski

Security has been ultra-tight at KTM's Lorain, Ohio, facility lately, and for good reason: stored inside the warehouse is a pair of hybrid motorcycles with "classified" written all over them. Our very first peek, after gaining the proper security clearance from outpost commander Jack Lehto, was a real eye-opener. The two machines, dressed in olive drab plastic and coated in olive drab epoxy paint, were not the modified late-model KTM enduro models we expected to emerge from the shroud of military secrecy. Instead, they appeared to have been designed from the ground up with a singular purpose in mind: to transport a soldier across the countryside (snow-covered or otherwise) in a quick, efficient and easily-managed manner. And if you're not on the roll call list in the Austrian Army, you'll probably never get a chance to take these machines out on maneuvers.

There are two main features which separate the KTM Gelande-Military from the garden variety on/off road bike. The first and most obvious difference is the addition of a pair of skis, mounted to function as outriggers in snow. What if there is no snow? The skis come off in a jiffy and stow atop the luggage rack on the rear. The second difference is an automatic clutch, which is mated to a standard five-speed transmission. A simple centrifugal design, the clutch is basically a larger diameter application of the clutch used in the Husqvarna 500AE enduro bike or the common chain saw. KTM also builds the bike with a standard conventional clutch, and we were also granted a peek and ride on that mount.

The skis are similar to those on a snowmobile, but they are shorter and don't have the sharp runners on their bottoms. They are more than flotation devices — the rider's feet have to be in place *on the skis* for the system to work. Then, by weighting the proper ski, you can do all sorts of acrobatics and come out looking like a pro. And while the skis themselves don't turn per se (turning is still done with the wheel), they are what give the machine a feel totally different in the handling department than anything else.

Since your feet are secured in the skis, how do you shift gears? KTM's engineers came up with a simple solution to that problem — a handlebar-mounted shifter. A push/pull cable setup connected to a rearward extension of the standard shifter does the trick. The system is still under development, which sounds good to us since it was on the blink when we dropped our feet into the skis on the first ride. Since most terrain can be negotiated in either second or third gear, lifting your foot off the ski once in a while to smack the standard shifter is not much of a problem.

After watching several people (most dressed like they were embarking on an expedition to the top of Mt. Everest or for a bobsled run in the Olympic games) try their numbed hand at riding the snomobike, we came to the obvious conclusion that no one rides it for the first time without incident. For starters, even starting is a learning experience. You put your right leg in the ski, lift your leg and kick the motor over, which doesn't sound very difficult until you try it on icy ground.

Once shakily under way, you'd better forget about using normal steering tactics, especially the one about getting your weight to the *inside* of the corner. To get the bike to turn, say to the left, throw all of your weight onto the *right* (outside) ski and turn the bars until they hit the right stops.

This technique might sound like it takes a bit of guts, and for the first five or six times it does — especially when you come close to or succeed at high-siding into the nearest snow bank. But once you get your feet wet and taste a bit of snow, it's pure fun.

What's the rear tire doing through all of this? Hooking up extremely well, thanks to hundreds of automotive-type studs (still in vogue in many U.S. states during the winter months) dotting the surface. The front tire also gets a good bite due to

(Continued to page 34)



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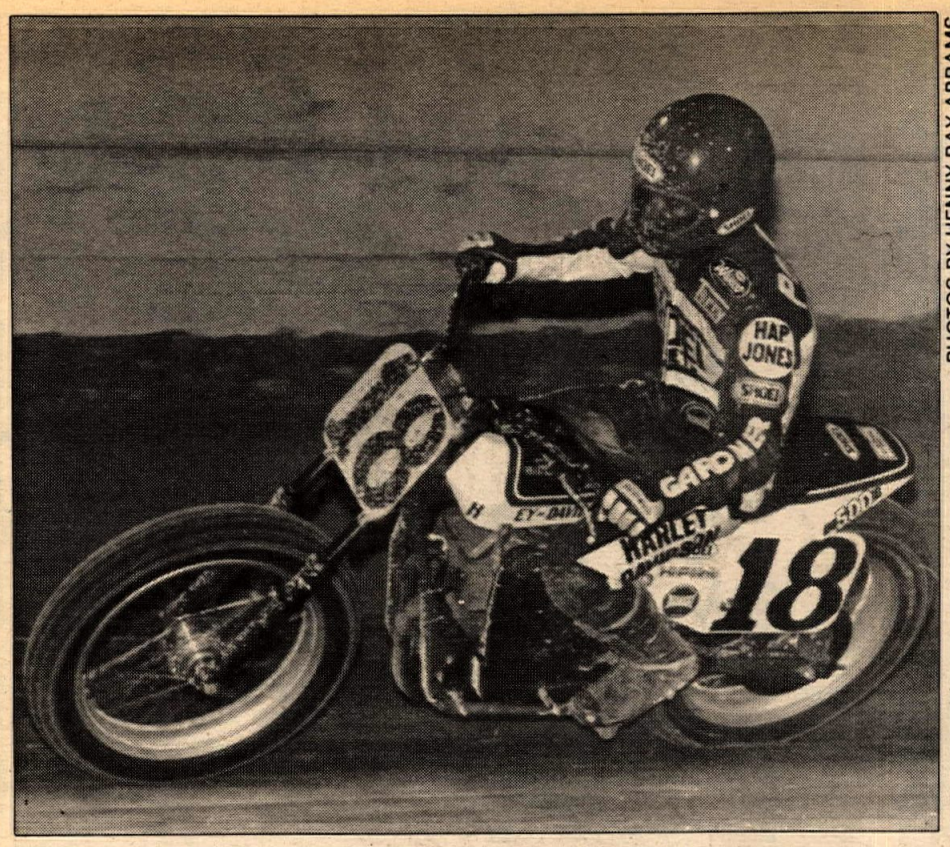
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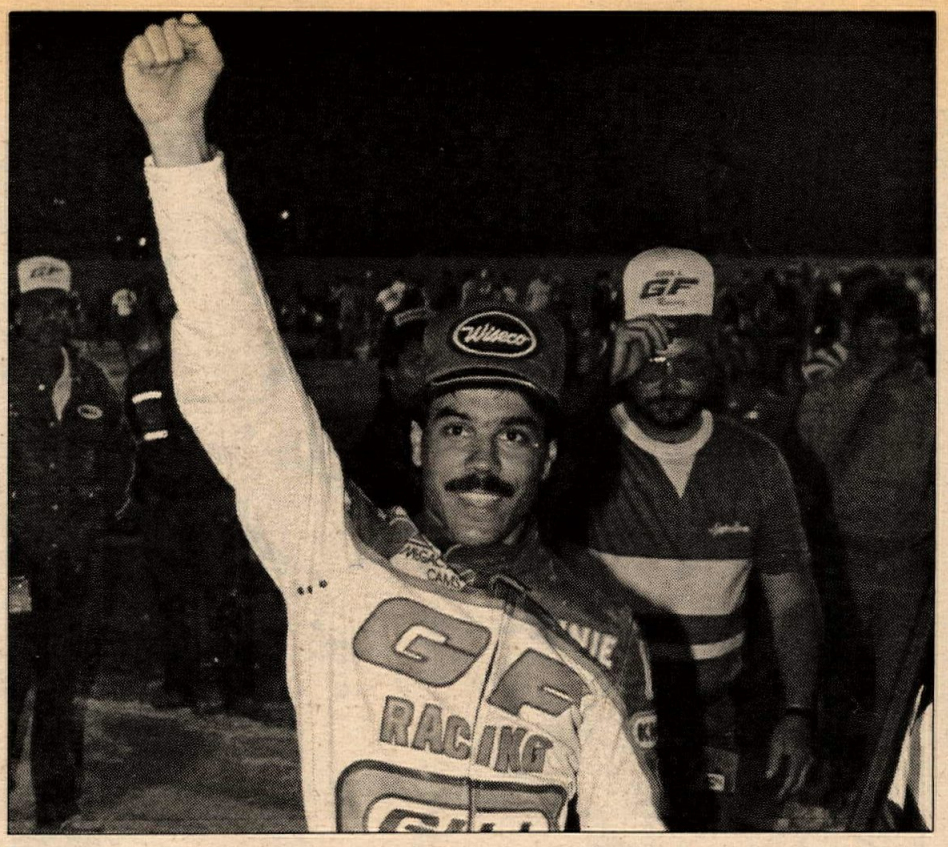
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PHOTOS BY HENNY RAY ABRAMS

Terry Poovey didn't win any of the five events in the shortened series, but consistent finishes gave him his third series title.



Ronnie Jones raises a clenched fist after his third consecutive Expert/Junior short track victory at Memorial Stadium.



Jacksonville Half Mile winner Ted Boody gets help from wife Terri and father-in-law Norm McDonald in winner's circle.

Daytona Dirt Track Series

Jax HM to Boody

By Henny Ray Abrams

JACKSONVILLE, FL, MAR. 5

Ted Boody, on the Megacycle Cams/College Bike Shop Honda RS-750, took over the lead in the Harley-Davidson Dirt Track Series point standings with a hard-fought win over Terry Poovey and Doug Chandler in the Expert main event at the SuperSports-promoted Jacksonville half-mile at Jax Raceway. Boody, the 1984 series winner, took the lead from the Gardner Racing/Shoei Harley-Davidson of Poovey on the fifth lap and held him off for the win. Chandler moved into third when teammate Randy Goss dropped out with engine troubles on the eighth lap, and recorded his best finish of the season. Pete Hames moved into second in the standings with a fourth and fast qualifier Chris Carr was fifth.

Brad Furlong, of Centralia, Illinois, won the Junior final ahead of Mickie Fontana and Robert Lewis Jr. and the Novice main went to Brian Bonesteel with Randy Turbett and Eric Sassaman following.

The Jacksonville race, originally scheduled for Friday, March 1, was rained out and rescheduled for tonight, March 5. The weather was more cooperative and the stands were close to capacity at the short half-mile facility.

The 36 Novices ran through five heats to qualify for the two 10-rider semis which would advance the riders to the main. John Resso III took the first semi on his Honda with Turbett second and Craig Estelle third. The second semi was won by Bonesteel with Ron Bertrand second and Robert Damron third.

Turbett got the holeshot and began to pull away from the 10 rider field at the beginning of the 10 lap final, but gradually Bonesteel, on the House of Power/Mario Bernardini Wood-Rotax, reeled him in and passed him at the halfway mark. Damron was pulling away from Bertrand and Estelle when Sassaman made his move and slid into third. Sassaman on the Taylor White Racing Wood-Rotax pressed for second, but the move was a little too late and he had to settle for third behind Bonesteel and Turbett. Estelle and Damron took fourth and fifth, respectively.

"Turns three and four were tricky, but I talked with Junior Dominic Michaud and he was going low-high-low into three because of the ruts. I gave it a shot and it worked," said Bonesteel.

Brad Furlong proved to be the best of the 10 Juniors from the field of 65 that had transferred to the first semi with Rusty Rogers second. The second semi went to Mickie Fontana with Keith Gregoire and Ben Siudara close behind.

Siudara went down on the first lap of the final along with Brad Furlong, but, although Furlong made the restart, Siudara didn't, and had to be taken to the hospital for observation.

Furlong led the restart with Fontana second, Gregoire third, and Lewis fourth. Gregoire slipped off the dark groove at the halfway point letting Rusty Rogers and Dominic Michaud by with Greg Gatliff getting past a lap later. Furlong, unfazed by the first lap mishap, sped to the win with Fontana and Lewis in tow.

Pete Hames led the trio of himself, Randy Goss and Steve Morehead in the first Expert semi. The trio ran ahead of a separate battle for fourth involving Chris Carr and Dan Ingram. Goss was using a lower line but Hames was sticking on the groove frustrating the Freddie Spencer Racing/SuperTrapp rider. But coming out of the last lap Goss slid underneath Hames and hooked up better for the charge to the flag winning by less than a foot. Morehead held onto third ahead of Carr, Hames and the Tex Peel Racing mount of Tom Maitland.

Terry Poovey jumped into the lead of the second semi with Boody and M.J. Sponseller-sponsored Rodney Farris in third ahead of Robert Crabbe on the Lancaster H-D and Goss' teammate Doug Chandler. Farris was setting up Boody on the high side and went around him on the fifth lap. A lap later Chandler got by, but Boody was safe in fourth. Poovey's margin at the end was three lengths over Farris, with Chandler, Boody, and Crabbe behind.

Once again in the final, Poovey got the holeshot, but this time Boody was heading forward and not backwards. Hames was third and Crabbe a surprising fourth ahead of Farris and Goss. Goss moved up into third on lap three while teammate Chandler was having his problems getting past Crabbe. Hames held off Ingram for sixth.

On the fifth lap, Boody drove around Poovey for the lead with Goss on the move in third. The three began opening up some breathing room on Chandler who finally worked his way past Crabbe. On the ninth lap Goss' RS-750 began smoking badly and he pulled out while running third.

"It just tied up tighter than hell," tuner Jerry Griffiths said. "It doesn't sound too good."

Meanwhile Boody was gaining the slightest of margins on Poovey and at the checkered flag he had a two length lead with Chandler third by a few feet and Hames fourth, about 50 yards back.

Hames had been hoping to do better but said that his Gardner, Griswold, Board Racing H-D "had been missing all weekend. We've been trying to get the miss out and I guess that's what we'll do when we go home. I got a good start, but the tire wasn't working very well."

Chandler said, "It was a typical start for me. The Harleys should be better on a track like this, so we've been trying things on the half miles, like suspension and chassis things. There isn't that much passing here and I was surprised to come from where I did. If I could have gotten around Crabbe sooner I might have gotten Poovey at the finish."

"I got Terry down the back straight. He was spinning coming out of two and I got a better drive," Boody explained. "I was having a lot of trouble out there. It was slippery and I

was riding the edge."

Results

EXP: 1. Ted Boody (H-D); 2. Terry Poovey (H-D); 3. Doug Chandler (Hon); 4. Pete Hames (H-D); 5. Chris Carr (H-D); 6. Tom Maitland (H-D); 7. Robert Crabbe (H-D); 8. Rodney Farris (H-D); 9. Dan Ingram (H-D); 10. Tim Mertens (H-D); 11. Randy Goss (Hon); 12. Steve Morehead (H-D).

JR: 1. Brad Furlong (H-D); 2. Nickie Fontana (Hon); 3. Robert Lewis Jr. (W-R); 4. Dominic Michaud (C-A); 5. Greg Gatliff (H-D); 6. Keith Gregoire (Hon); 7. Jeff Jenkins (W-R); 8. Dan Knecht (C-A); 9. Ben Siudara (H-D); 10. Rusty Rogers (H-D).

NOV: 1. Brian Bonesteel (W-R); 2. Randy Turbett (Hon); 3. Eric Sassaman (W-R); 4. Craig Estelle (W-R); 5. Robert Damron (W-R); 6. Ron Bertrand (W-R); 7. John Resso III (Hon); 8. Larry Bertholdt (H-D); 9. Keith Olsen (H-D); 10. Troy Malone (C-A).

Short Track

Jones hits a triple

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 7-8-9

No one could have said it more eloquently: "We figured we'd do well here at the stadium," Ronnie Jones of Oklahoma City, Oklahoma began, "But we didn't figure to do this well." "This well" was Daytona Memorial Stadium short track history: three wins in the three nights of Junior/Expert racing on the heavily grooved stadium track.

"We didn't have to change anything over the course of the three nights," he continued, "Skip Marett and Dennis Harris of GF Racing set the new bike up right from the start and I just tried to ride the same smooth line."

But even though Jones scored the maximum points in the stadium, he didn't score any points in the two half-mile opening events of the $10,500 Wiseco-Daytona Dirt Track Series and the series winner, for the third time, was Texan Terry Poovey with 63 points to Jones' 60. Tied for third with 53 points were Ted Boody and Pete Hames, who saw his series title chances go out the window when he failed to qualify out of his semi on Saturday, the final night of racing.

Wednesday night showcased the talents of the first and second year professionals and it was one of the three riders in the 12-rider main, Bruce Johnson of Salinas, California, that survived several restarts for his second win of the week. Following Johnson were Juniors Mark Mannschreck and Rob Lewis.

Recent history has shown the short track racing at Memorial Stadium to be hard-to-pass follow-the-leader freight train type racing. The first rider to the first corner is usually the winner, especially in the early elimination and scratch heats. Because of this, a new crushed limestone surface was laid down over the packed dirt with much ballyhoo and close racing and passing was promised. Unfortunately, it was never delivered.

"The problem is they're afraid to water it," stadium veteran and past series winner Ted Boody said. "They don't want it to get too wet, but that's the only way they can have close racing here. It was no different this year than last."

Gardner Racing's Terry Poovey agreed. When asked if it was different than last year he replied, "About the same," and said of its surface changing from night to night, "It was OK."

Thursday

Poovey won the first of the scratch heats on Thursday, the opening Expert/Junior night and it turned out to be the fastest. Ronnie Jones, Ted Boody, Randy Goss, Pete Hames, Chris Carr, Chris Evans and Tom Maitland won the following seven heats which trimmed the 48-rider field to 40 for the 10-man eight-lap semis.

Poovey went back out and won the first semi by 40 yards ahead of Boody and Tim Mertens. Freddie Spencer Racing/SuperTrapp's Randy Goss won the second semi from Jones and Oklahomans Jones and Scott Adams. Pete Hames, Rich King and Tom Maitland qualified for the main from the third semi and the fourth was won by Fran Brown with Chris Carr and Rodney Farris the last two into the main.

Goss got the holeshot in the final and tried running on the far edge of the groove in the loose limestone while Jones stuck on the pole with Hames, Poovey and Boody on the groove and Fran Brown, in sixth, on the light cushion.

"I couldn't get it to work on the bottom," Goss said of his Honda, "So I had to ride up top."

Goss and Jones were virtually even until the third lap when Jones slipped by exiting turn four. Poovey was in third, but moving up, with Hames and Boody holding their spots and Hames stretching his advantage on Boody.

Nothing changed until the eighth lap and then everything changed, for Goss at least.

Coming down from the high line out of turn four Goss made contact with Poovey and slid into the concrete wall. He quickly remounted, but was in last place.

"I knew he had me beat there and the rear end of his bike just came around and clipped me accidentally," Goss said.

Poovey, concerned with Goss' safety, was relieved to hear that Goss had no hard feelings. "I don't need any more problems," he said. One of his problems was an undiagnosed engine problem. His sponsor, Chuck Gardner of Gardner Racing, said, "He was losing half a second a lap and we don't know what it is." Poovey had tried Goss' unorthodox line but said that "I tried it once and went backwards."

Jones' win was secure after Goss fell with Poovey a solid second. Hames took third and Mertens passed Boody in turn four late in the race for fourth.

"I kind of felt the cushion would go away," Jones said. "The times were slower earlier and we geared higher. I wasn't paying any attention to what was happening behind me. I don't ever look back. You hear echoes in this place so you never know what's going on."

Gardner, Griswold, and Board Racing-sponsored Hames, who moved into second in the point standings with his third here, said, "I used the middle line. I was trying all over during the night, I tried high and I tried low and settled in the middle."

Friday

Hames began Friday night with the first heat win while Jones took the second and fastest heat. The following six lap eight-rider heats were won by Dan Ingram, Chris Carr, Tom Maitland, Terry Poovey, Rodney Farris and Randy Hunt.

The 121-rider field was down to 40 for the semis which Jones led off with a win. Farris was second and Sammy Sweet third. Poovey bested Delaware's Eric Rausch for the second semi win with fellow Texan Billy Herndon third. Pete Hames kept the heat on Tim Mertens the entire length of the third semi and the pressure paid off with a turn three last lap pass on the outside of the Belleville Honda rider. Will Davis survived an early charge by Tom Maitland to finish third. Chris Carr won the final semi by a full straightaway with Fran Brown

(Continued to page 35)

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PHOTOS BY SUZI HENRY

The start of the 250cc A class involved a pileup which ended the day for Jack Penton (on the ground) and several other riders.



Can-Am's John Martin (left) and Geoff Ballard dominated at River Ranch, with Ballard taking the 250cc and overall honors over Martin.

AMA National Championship Hare Scrambles Series: Round 1

Ballard blasts River Ranch

By Suzi Henry

LAKE WALES, FL, MAR. 3

Can-Am teammates Geoff Ballard and John Martin romped to first and second overall at the River Ranch National Hare Scrambles, the first of 10 races in the 1985 series. Suzuki-mounted Ed Swearingen was third overall and third in the 250cc A class behind Ballard and Martin. Team Husky's Mark Hyde was fourth overall and first in Open A, with Gary Johnston of Laurel, Mississippi, rounding out the top five.

This was the third annual River Ranch National Hare Scrambles—the second hosted by the Later Gators M.C. of Miami, Florida — and it may sadly be the last, unless a land use agreement can be reached with the State of Florida prior to the 1986 racing season. The start/finish/pit area and a portion of this year's 12.5 mile track were recently purchased by the State as part of their plan to return the Kissimmee River to its original, natural state. The majority of 379 entrants expressed the fervent hope that a solution can be found to preserve one of the premier stops on the National Hare Scrambles circuit.

The day's activities began with a 9 a.m. parade lap, followed by a Support race at 10 a.m. At noon the main event got under way, with 39 Open class riders first off the line after a dead-engine, straddle-your-bike start. KTM America's Jack Penton was among the 52 250cc A riders who started a minute later, but a first turn pileup ended the race for him and several others. Later a bruised Penton said, "This guy came out of nowhere and took me out big time. Instead of turning where we had to go between the trees, he kept going straight and hit me broadside at about 30 miles an hour." The collision broke the triple clamp on his KTM.

At the end of lap one, Husky/Bel Ray/Hi-Point/AXO/Autolite Spark Plugs/Smith/Metzeler/Bell/Pit Stop Racing-supported Mark Hyde held a slim lead over Randy Small and Gary Johnston, with Bob Bean and Barry Bell about a minute and a half behind. After lap two, Hyde and his 400WR were nearly a minute ahead of Small and Johnston, while Husky's Kevin Hines moved into fourth. Hines remained in contention for several laps, but eventually DNF with apparent ignition problems. Small rode extremely well, sliding into the scoring chute right behind Hyde at the end of lap four and passing him on lap five. Hyde repassed Small on the sixth lap. "I never saw him after that," Hyde said.

Meanwhile, tight battles were shaping up between Ed Swearingen, Geoff Ballard and Randy Hawkins in 250cc A, Michael Jones, Bobby Griffin and Allen Womble in 125cc A, and Barry Higgins and John Fero in Senior A. Husky/Carolina Tools supported Hawkins said, "I was riding with that Suzuki rider (Swearingen) and Ballard for a while, but then they just pulled away from me. The dust really made it tough. It wasn't so bad on the open stretches where the breeze could blow it away, but in the tree sections the dirt was black, and it just hung in the air all day."

Both Ballard, the defending National Hare Scrambles Champion, and Martin were riding new Can-Am water pumpers, and they said the bikes performed flawlessly. Martin's skill and endurance prevailed as he steadily worked his way up to second in 250cc A, while Ballard moved into first. Florida Trail Rider Allen Scott eventually finished fifth in 250cc A, one of less than 20 entrants who would compete nine laps in the grueling, nearly four-hour race, and he said, "I was dicing with Martin the first eight laps. He's a fantastic rider. I saw him do an endo-cross out in the palmettos for about 50 feet one time, and he never lost it."

Hyde, who recently moved from Ohio to Ft. Pierce, Florida, put in a near-perfect ride until his seventh lap. "My pit crew told me Ballard was closing on me for overall, so I turned it up a little and made up the time, and then I crashed." Momentarily stunned, Hyde spent about 30 seconds on the ground before remounting his 400WR. "I just kind of cruised after that. I kept looking over my shoulder to make sure there weren't any yellow plates (Open A riders) coming up on me." Even at cruise speed, Hyde finished the remaining two-and-a-half laps only six minutes behind Ballard on corrected time.

Swearingen, an 18-year-old Florida Trail Riders member from Avon Park, said, "I had no real problems today. I just need to work on my pit stops. Every time I came in, it took them about two minutes to give me gas and stuff."

The Senior A class was won by Scott Wolfersberger, who finished second in the Four-Stroke class in the 1984 series. He said, "I loved it. I was having a ball until I gassed up halfway through. Then the bike was full of gas, and *I* ran out of gas. It was snowing in New Jersey until two weeks ago, and I just wasn't in shape."

Two-time Senior class champion Barry Higgins DNF on his seventh lap. It happened right at the eight mile marker, in a section many riders called the "Palmetto Freeway" — a lengthy stretch of white powdery sand which deteriorated by race end into giant, bike-swallowing whoops. Fero fell out of contention with apparent bike problems, and Al Chuppa finished second on Senior A despite losing nearly five minutes on the first lap when he stopped to assist a 250cc A rider who took a bad tumble and was struck in the back by his own bike.

Winner Tony Hendon was the only member of the 200cc A class to turn nine laps, while Miamians Michael Jones, Bobby Griffin and Barry Doan finished 1-2-3 in 125cc A. Griffin said, "Mike and I considered it a tie. We rode together the whole race. We just set a pace and kept it. Other guys tried to lock on, but they couldn't. We just went out there to have a good time."

Florida Trail Riders also took the top three spots in Super Senior A, with Don Thrasher passing the early leader, George Singler, and hanging on for the win. Past Super Senior titlist Dave Henry worked his way from eighth place to second in the final two laps, riding Kevin Hines' 400WR bike. "That bike is just like a tractor," Henry said. "I never stalled it all day."

In the finish chute a dusty but happy Geoff Ballard said, "It all went (according) to plan today. I told Jeff (Smith, Can-Am's Product Manager) I'd try to get a good start and then wear them (the Open A leaders) down. Those 500s can be hard on you." He reported no problems, other than an air filter which became increasingly clogged with dust as the race wore on. "I was probably running a little rich, too," he said, "but I was afraid of seizing, which some of the other bikes did. It's very close to sea level here."

Husky's Eddie Lojak, the 1983 National Hare Scrambles champ, finished ninth in 250cc A after running out of gas in his fourth lap. "I was ready to strangle someone (in his pit crew)," he said. Terry Cunningham, the 1984 National Enduro Champion, rode a 125cc single-shock Husky in his first-ever Florida race, but mechanical problems in the first lap put him out of contention, and a hard get-off in his seventh lap ended his ride. ●

Results

OVERALL: Geoff Ballard (C-A).

OPEN: 1. Mark Hyde (Hus); 2. Gary Johnston; 3. Wally Wilson (Hus); 4. Ken Boyd (Yam); 5. Tommy Harris (Hus).

250cc A: 1. Geoff Ballard (C-A); 2. John Martin (C-A); 3. Randy Hawkins (Hus); 4. Brian Mull (Hus); 5. Allen Scott (Hus).

200cc A: 1. Tony Hendon (Yam); 2. Pete Appelbaum (Cag); 3. Mark Lambert (Kaw); 4. Mike McCarren (Yam); 5. Kent Stanley (Kaw).

125cc A: 1. Michael Jones (Yam); 2. Robert Griffin Jr. (Suz); 3. Barry Doan (Yam); 4. David Fallas (KTM); 5. Edwin Lawerna.

4-STROKE: 1. Alan Barker; 2. Gary DeBock (Hon); 3. Gregory Teeter (Hon); 4. Robert Ruby (Hon); 5. Brad Myers (Hon).

SR A: 1. Scott Wolfersberger (KTM); 2. Al Chuppa (Hus); 3. Hank Stankiewicz (Hus); 4. Terry Mealer; 5. Tom Ebersole.

SUPER SR A: 1. Don Thrasher (Suz); 2. Dave Henry (Hus); 3. George Singler (Hon); 4. Larry Hayes (C-A); 5. Bob Haviland (KTM).

OPEN B: 1. Ronald Neeley (KTM); 2. Joseph Light; 3. Charles Oakes; 4. Daryl Neely (KTM); 5. David James (Hus).

250cc B: 1. Gregory Bagent (Suz); 2. Paul Milliken (Hus); 3. Tim Manning (KTM); 4. Ed Schmidt; 5. Glen Davis.

200cc B: 1. Mike Pascarella; 2. Charles Northey; 3. Richard Wetherald; 4. Edward Staney; 5. Robert Caraway.

SR B: 1. Allen Beck; 2. Bill Lingafelter; 3. Steve-Sealey; 4. Al Talbott (Hus); 5. Victor Nadal (Yam).

SUPER SR B: 1. Terry Miner; 2. Bill Hermann (KTM); 3. Ed Butcher; 4. Barry Barnes; 5. Don Barstow (Hus).

WOMEN: 1. Lee Kahn (Hon); 2. Lynda Ledlow; 3. Vicki Wilcox; 4. Virginia Pride (Hon); 5. Darlene Krell (KTM).

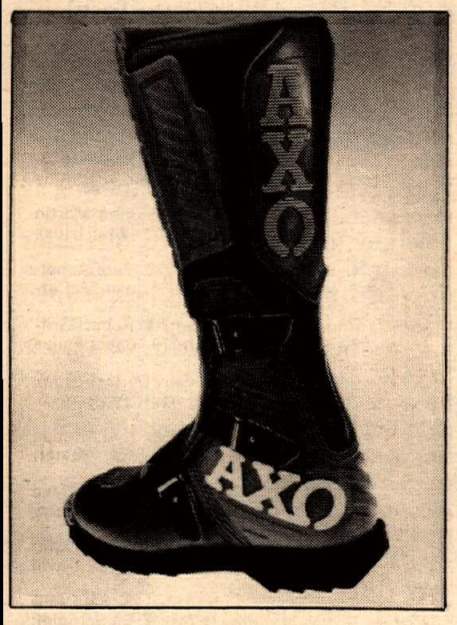
JR: Hunter Manfredi.

MINI: 1. Aron Aldridge (Yam); 2. Ray Bell (Kaw); 3. Troy Nadal (Kaw); 4. Mark Siebe; 5. Shawn Brooks.

New Products



The Marsee Ladies Rally Jacket ($189.95) and Rally Trousers ($174.95) from Bell are both made from black grade A cowhide. The jacket is reversible, with the inside lined with a cotton/polyester blend material, and is cut below the waist for added upper body protection. The pants have a snap waist band, a zippered fly and two front pockets. From your dealer carrying the Bell Helmets line.



The Rinaldi Boots from AXO were developed in Italy with the help of '84 125cc World MX Champion Michele Rinaldi, and feature leather construction with layers of protective plastic in strategic areas. In black, blue or red, the boots sell for $179 per pair. From AXO Sport-America, Dept. CN, 25702 Rye Canyon Rd., Suite E, Valencia, CA 91355.



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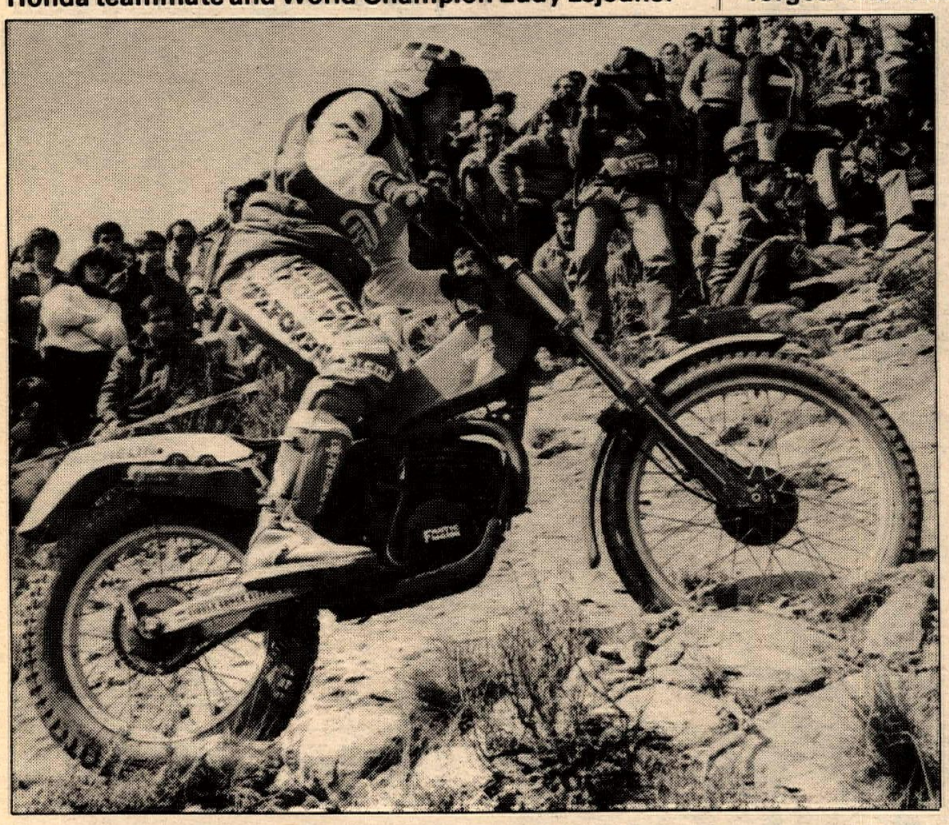
PHOTOS BY MIKE RAPLEY



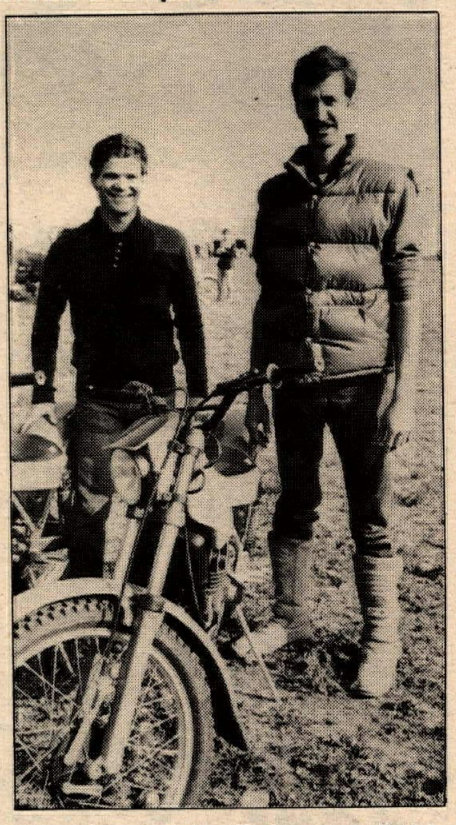
England's Steve Saunders finished second, ahead of Honda teammate and World Champion Eddy Lejeune.



Californian Bernie Schreiber had a day he'll want to forget. The former World Champion finished 34th.



Thierry Michaud, who finished second in the world last year, served notice that he wants the title this year. He romped to the win in Spain.



Americans John Robertson (left) and Mark Older failed to score.

World Championship Observed Trials Series: Round 1

Michaud mauls field in Spain

By Mike Rapley

PERAMOLA, SPAIN, FEB. 24

Wearing the number two bib, Frenchman Thierry Michaud began his crack at winning the World Championship title with a superb and demoralizing win in the opening round in Spain.

Riding the new single shock Fantic in World Championship competition for the first time, the 1984 series runner-up had a tremendous 22 mark advantage over his nearest rival after two laps of 21 sections and more than seven hours of exciting action.

With a host of French spectators traveling across the nearby French border to the small Pyrennean village of Peramola for the trial, Michaud was cheered and chased as he tackled the huge and slippery rock steps with skill and verve to claim his outstanding victory.

Michaud was in a class of his own, but leading the pack of riders eager to challenge him for the title was Britain's Steve Saunders who claimed his best series placing to date with a fine runner-up spot. Saunders, riding the production single shock 250 Honda for only the second time in competition, beat the World Champion and Honda's number one, Eddy Lejeune, by four marks, to thrill his Japanese bosses who were in Spain for the opening round.

And Saunders' ride could have been even better. He started badly, losing 25 marks in the first 10 sections compared to eventual 11th placed finisher Mazaya Yamamoto's 10. At the end of the opening lap the Briton was down in seventh place, but he found the form which has taken him to a double British Championship, equalled Michaud's second lap score, and leapt to the top of the challenging riders.

For Eddy Lejeune on the new 360 single shock Honda it was a steady if uninspiring start to his attempt at a fourth consecutive title. He claimed third place on the most cleans tie decider with 12 zeros to the best Spaniard's 11. That rider was Merlin's number one, Luis Gallach, who leads the Spanish title chase and was considered by many a possible winner in his home round.

With the order changing almost event by event, the youngsters are taking the stage. The new names include Saunders, Diego Bosis from Italy on Montesa, Gallach, Pascal Couturier on Beta from France, Tony Scarlett on Yamaha from England and Michaud. Regretably, American Bernie Schreiber had a day he'll want to forget as he could only manage 34th place, but he wasn't alone in the disaster stakes as 1983 American round winner John Lampkin was only marginally better off in 30th place.

Organized by the efficient and experienced M.C. Tarrassa, with Luis Vancells acting as clerk of the course for the 19th time, the Spanish round was as good as ever. Utilizing a course that was entirely new to almost all the riders, Vancells plotted a course that was reminiscent of a Spanish round of the late seventies. The tight turns so familiar in modern trials were almost entirely absent with straight sections and plenty of room demanding a style of riding where line planning and the ability to find grip proving crucial for success.

It proved to be a cracking trial on a day when the sun shone brilliantly with the large crowds basking in the warm sun. Enthusiasm for the event was as strong as ever, but the financial recession and the trial's northerly location kept the crowds to smaller numbers than in recent years. However, they were as noisy as ever with horns blaring and voices shouting as they cheered on their Spanish heroes.

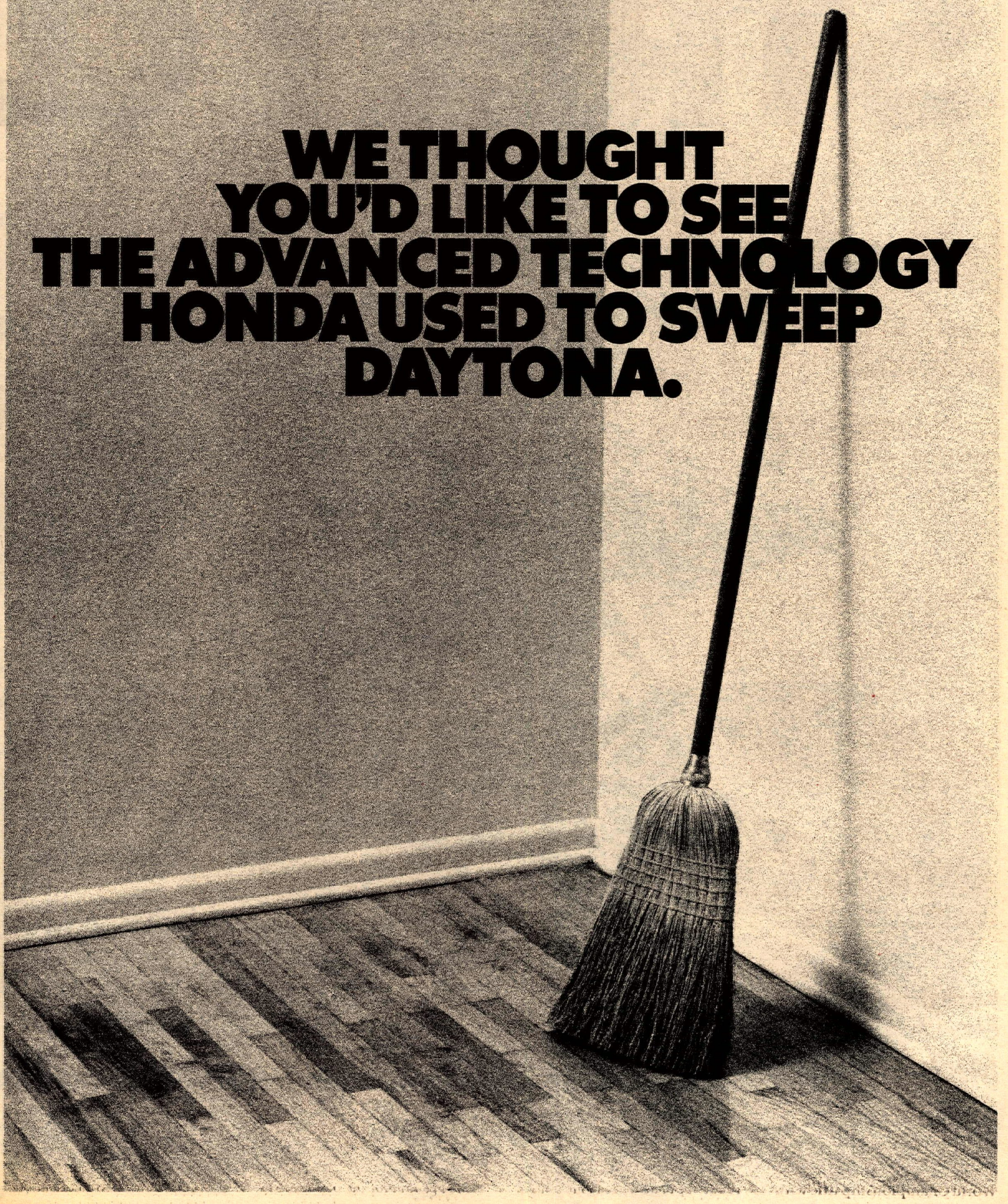
Right from the start Michaud appeared as the man to beat. He was on top form and by cleaning the third section of the day when all his rivals faltered he took the lead he was never to lose. At the end of the opening lap he was 13 marks ahead and increased that by another nine come the end of his second circuit. Nobody could match his talent on the day, but with Saunders looking good, the next 11 trials in the series should be just as thrilling.

At this early stage, predicting a World Champion for 1985 is just about impossible. One thing is certain though, Eddy Lejeune is going to have his work cut out to win for the fourth time, and that has got to be good for the sport. •

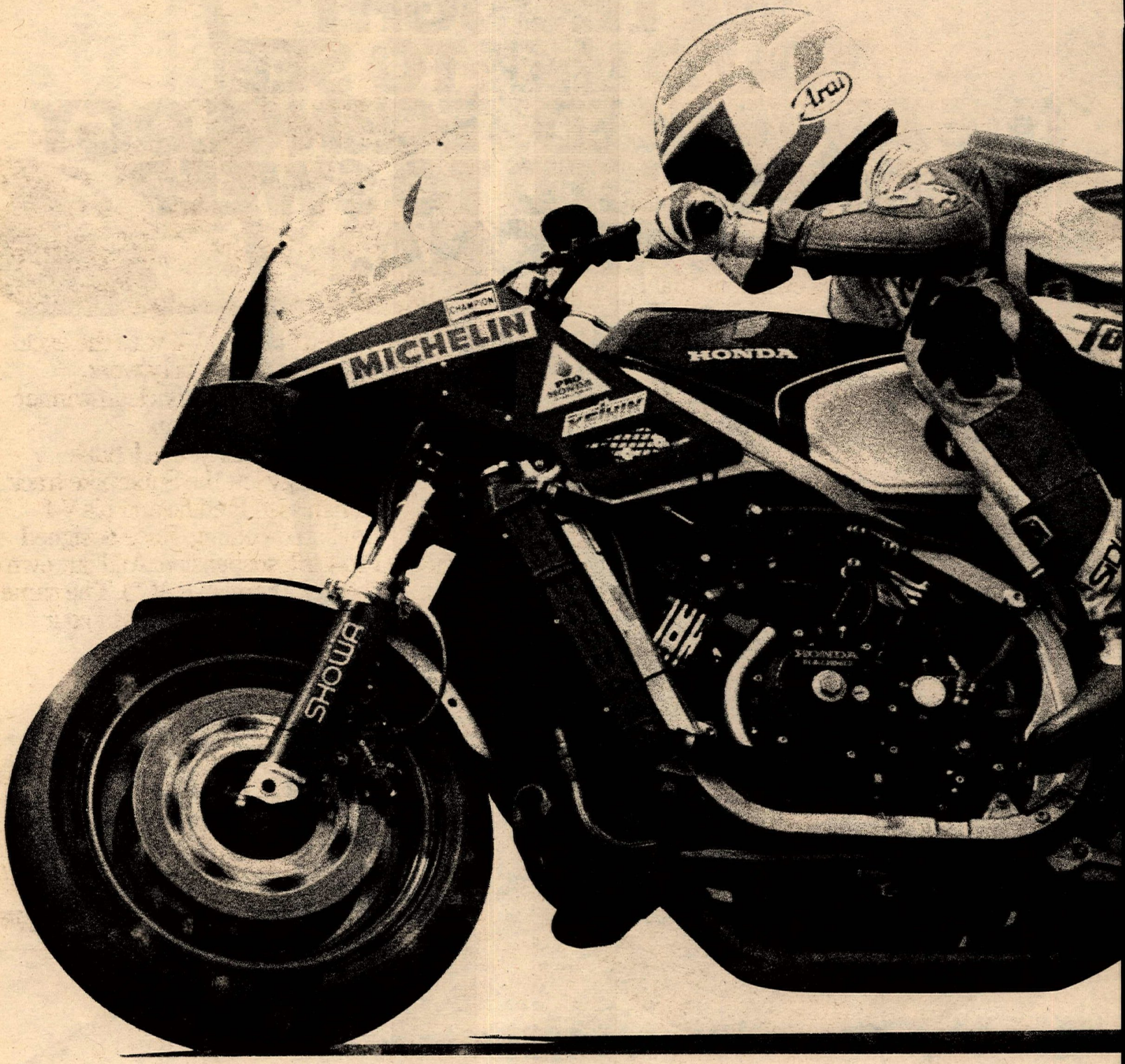
Results

1. Thierry Michaud (Fan) 38; 2. Steve Saunders (Hon) 60; 3. Eddy Lejeune (Hon) 64 (12 cleans); 4. Luis Gallach (Mer) 64 (11 cleans); 5. Pascal Couturier (Bet) 69; 6. Diego Bosis (Mon) 73; 7. Tony Scarlett (Yam) 77; 8. Gilles Burgat (Yam) 79; 9. Philippe Berlatier (Apr) 80; 10. Renato Chiaberto (Fan) 82.

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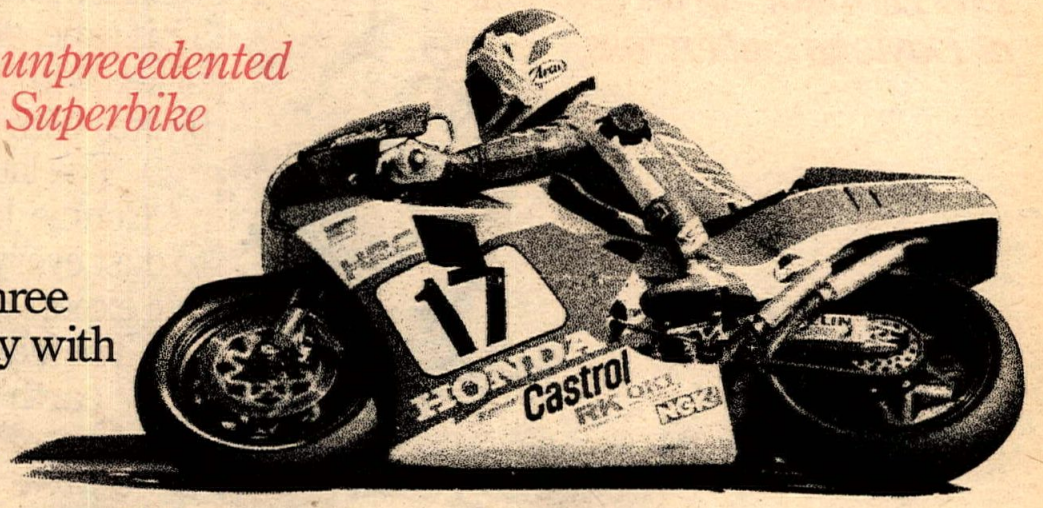
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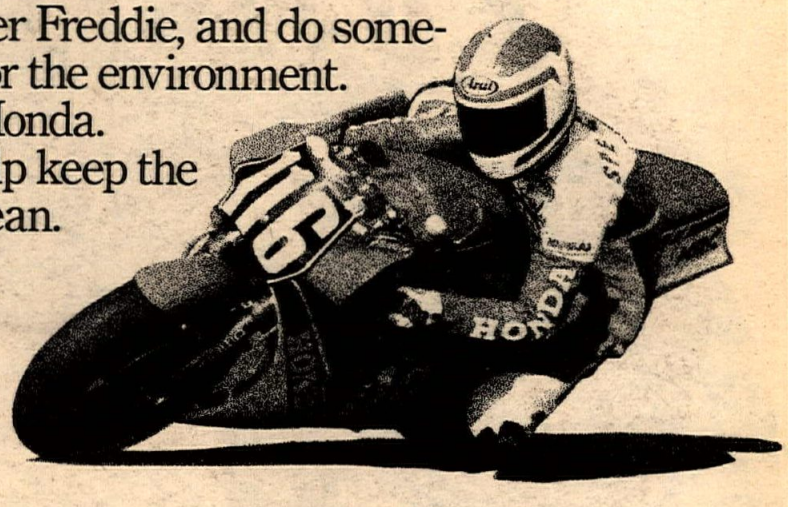
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Bob Hannah buries everyone at Daytona Supercross.

That makes four years in a row for Honda.

This time, all it took was Hurricane Hannah on his RC250 packed with Honda technology. Like liquid-cooling. Front disc brakes with twin-piston calipers. And Pro-Link suspension.

The latest dirt on the Short Track events? Privateer Ronnie Jones took his XR-engined Honda short-tracker to dust everybody. The first time it's ever been done in all three expert races.

There's no doubt about it. This year at Daytona, the earth really moved. And the competition moved over.

HONDA

FOLLOW THE LEADER



30 ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1985 American Honda Motor Co., Inc. (3/85)



PHOTOS BY LARRY LANGLEY

Mike Sixberry rode his all-white Honda CR250R to the 250cc Vet Expert class win, and ninth overall.



(Above) Dan Smith was the overall winner, and victor in the Open Experts. (Below) Third overall finisher Ted Hunnicutt.

D-37 Huntington Beach M.C. Hare and Hound

Smith rolls to giant win

By Larry Langley
SEARLES STATION, CA, MAR. 10

Team Husky's Dan Smith powered his 500XC to a big win over Yamaha rider Mike "Downhill" Alexander in the Huntington Beach M.C.'s D-37 Hare and Hound. Smith (Bel-Ray/Autolite/Gold Belt/Scott USA/Hi-Point) was running fourth at the bomb behind Ted Hunnicutt (Yam), Eric Hallgath (Hon) and Derrick Paiement (Hus), but by the end of the first loop had moved up to challenge Hallgath for the lead. Hallgath got by Hunnicutt when Hunnicutt stalled his bike just past the bomb and then later seized.

"It started pinging on me and I backed off but it still locked up" said Hunnicutt later. "But it broke loose right away and I only dropped a couple of positions." Hallgath was doing all he could to keep his Answer Products-sponsored CR250 Honda in front of the big bikes, but at the home check Smith got by when the checker missed Hallgath's tank card and turned around to mark Smith's. Smith got out of the check first whill Hallgath had to wait to get marked.

Paiement was running a very strong third overall and was favored by some to overtake the leaders as the race was in his "backyard" just outside of his home of Ridgecrest. But Smith was not to be denied as he pulled away to a four-minute lead at the finish. Disaster struck for both Hallgath and Paiement as Paiement broke a couple of miles before the finish and Hallgath ran out of gas before about a mile out. Hallgath gamely *pushed* his bike into the finish, exhausted and sick afterwards.

Newly Answer Products-sponsored Alexander took advantage of the 250cc rider's misfortunes for the runner-up spot ahead of Yamaha teammate Hunnicutt (Duralube/AXO).

Fourth overall went to four-stroke rider Chris Crandall on his ATK. Crandall broke the bike's rear arm on loop one which slowed his charge somewhat. "I was overshooting everything and just had to slow down" said the Whiskey Pete's/Barstow to Vegas winner.

Dan Ashcraft (Hus) had a horrendous start; four or five kicks to fire up the big liquid-cooled Husky. He was about 50th to the bomb but put on a tremendous charge to finish *fifth* overall! Sixth overall went to Amateur Rob Murray (Hus), who thanked Kern Cycle and his mom and dad for their support. Ken Oviatt (Pro-Cycle KTM) took seventh overall to complete a big-bike sweep of the race. First small-bore was Tom Elias (Pro-Cycle KTM) who took the 175cc class honors and also beat all the 250s.



Ninth overall was Veteran rider Mike Sixberry (Hon).

Elias had a long battle going with Cagiva rider Duane Summers and finally passed Summers when Summers stopped for gas. Summers DNF to continue a string of bad luck.

Jullian Guerra, who was recently promoted to expert after dominating the Amateur ranks, crashed his KX125 Kawasaki and suffered a reported broken hip. Charlie Barney was nursing a very sore foot and had problems starting his 500cc Can-Am and got a mediocre start but moved up to finish in the top 20. The Senior contingent was led by Carl Nelson (Pro-Cycle KTM) followed by Desert M.C.'s Dick Meyer, who is Chris Crandall's uncle. Checker Ron Hall (Yam) took a well-earned victory in the Senior 250cc Expert division.

Novice's were headed up by Brad Eyre (KTM) for the 250cc class win and first overall Novice. Ridgecrest resident Eric Wicker took a week off of riding motocross to nail down the 175cc Novice class win on his Desert Sport Cycle CR125 Honda. Wicker beat Desert M.C. member Robert Baehr for the class win. Veterans were led by Sixberry who powered his CR250 Honda to ninth overall. Wes Anderson Jr. took home the Veteran Open Expert trophy.

In the Women's ranks, it was Joanna Brownell (Hus/AXO) who got to the finish line first again beating Vicki Scott. Lori Hammel (KTM) took first Amateur.

Eric Jensen of IDSE fame finished on his Eric's Motorcycles 250XC Husky looking like someone had thrown a can of oil all over him — maybe because he snapped the brake line on his Husky and the brake fluid splattered him. Riding without a front brake was not really fun, either. And last but not least was a young rider by the name of Keith Loonsfoot who rode his Kawasaki 80 in the Mini Beginner class. Loonsfoot took his mini to 33rd overall for one loop riders embarrassing many bigger bikes in the process. It was his *first* long desert race. ●

Results

OVERALL: 1. Dan Smith (Hus); 2. Mike Alexander (Yam); 3. Ted Hunnicutt (Yam); 4. Chris Crandall (ATK); 5. Dan Ashcraft (Hus); 6. Rob Murray (Hus); 7. Ken Oviatt (KTM); 8. Tom Elias (KTM); 9. Mike Sixberry (Hon); 10. 298.
OPEN EX: 1. Smith; 2. Alexander; 3. Hunnicutt.
250 EX: 1. 257x; 2. Ron Wehr (Yam); 3. Eric Hallgath (Hon).
175 EX: 1. Tom Elias (KTM); 2. Jim McGrath; 3. Scott Anderson.
OPEN AM: 1. Rob Murray (Hus); 2. Brian Harris; 3. Nick Young.
250 AM: 1. K. Olen; 2. J. Partain; 3. C. Crandall.
175 AM: 1. 176c; 2. 411c; 3. 163c.
OPEN NOV: 1. Jeff Bocohillon; 2. Steven Otis.
250 NOV: 1. Brad Eyre (KTM); 2. Darrol Taylor (Hus); 3. L. Schweikart.
175 NOV: 1. Eric Wicker (Hon); 2. Robert Baehr (Yam); 3. David Donoha.
SR OP EX: 1. Carl Nelson (KTM); 2. Dick Myer (Hon).
SR OP AM: 1. Steve Hollister; 2. Don Burch; 3. Bob Scott (Hon).
SR OP NOV: 1. Ed Denbow; 2. Art Garcia; 3. Jim Hamms.
SR 250 EX: 1. Ron Hall (Yam); 2. Don Whitehorn; 3. Earl Shuler (Yam).
SR 250 AM: 1. 096x; 2. Bill Newkirk; 3. Jerry Hayes.
SR 250 NOV: 1. Art Knaak.
SR 175 EX: 1. Ed Odgen; 2. Jim Harper.
SR 175 NOV: 1. Ken Meter; 2. Gary Brick.
VET OP EX: 1. Wes Anderson Jr.; 2. Mike Martin; 3. Rick Shirey.
VET OP AM: 1. V273; 2. Andy Rocco; 3. Steve Martin.
VET OP NOV: 1. V257; 2. Steven Mitchell; 3. Ken Hayden.
VET 250 EX: 1. Mike Sixberry (Hon); 2. S. Srangle; 3. C. Harris.
VET 250 AM: 1. V149x; 2. K. Hogden.
VET 250 NOV: 1. Chuck Lennox; 2. V145x; 3. Marke Reese.
WOMEN EX: 1. Joanna Brownell (Hus); 2. Vicki Scott.
WOMEN AM: 1. Lori Hammel; 2. C. Meissnei.

Part twelve

Brad Lackey's championship training program

By Dean Miller and Len Weed



This is the final installment excerpted from Championship Training, *featuring Brad Lackey, by Brad's personal trainer, Dean Miller, and Len Weed. All first person comments are by Dean Miller.*

Be aware that many areas of sports medicine, training, and nutrition do not offer black-and-white answers. Training is as much an art form as it is a science. In many ways, preparing an athlete is similar to tuning a racing engine. It's part study, part experiment, part dreaming up new approaches, part trying different combinations. It's putting past results and present ideas together, searching for something that works better.

Research often suggests answers but conclusive evidence may be lacking. And continuing research sometimes questions or invalidates principles and approaches previously accepted. Differing views, where applicable, will be mentioned along with indications of new research that may change prevailing views.

Use it or lose it

Unfortunately, muscles are not like money. You can work hard, deposit your dollars in a bank, collect interest, and use your cash at any time in the future. With muscles, however, the depositor loses his principal. Rather rapidly.

Lack of stress leads to muscular atrophy, the loss of blood volume and contracting proteins. This muscle shrinkage can begin after four days of inactivity. In a year's time, totally inactive muscle can lose as much as 75 percent of its volume. Anyone who has ever looked at a limb just removed from a cast is well aware of the effects of muscular atrophy.

It is estimated that a two-month layoff can harm the efforts of years of training. That's why serious athletes are urged to use some form of off-season training to maintain muscle tone or minimize atrophy.

Muscle may shrink, but it does not turn to fat. Muscle is muscle. However, more fat may be stored above shrinking muscle, especially if an athlete doesn't reduce his calories as he reduces his exercise.

Heat cramps

Fluid loss, accelerated by hot, humid weather, also speeds, the loss of minerals the muscles rely on for contractions. This loss makes cramsp (or fatigue seizures) more likely.

- ☐ Don't take amphetamines. They create a false sense of accomplishment and also mask warning signals of pain and possible heat stroke. Athletes on amphetamines have died during endurance competition because they couldn't recognize the onset of heat stroke.
- ☐ Decrease protein intake. Excessive protein intake increases fluid loss.

Training while sick

Should you ignore illness and keep training? Or reduce your workouts? Or lay off completely?

Listen to what your body tells you. Continue training if it doesn't make you feel worse, but don't force yourself to keep going.

Usually, with a head cold, you can continue at your regular pace or a slightly reduced pace. Don't intensify your workouts thinking you can sweat out a cold. You can't.

Generally, it's best to lay off until a sore throat departs. Chest colds also warrant reducing or suspending training for awhile.

Stop training if you have a type of virus that makes your muscles ache. Stressing heart muscle while you have this type of virus can be dangerous or even fatal.

A general rule for illness is to take off two days from training for each day of fever. Don't resume your normal program immediately. Ease back into it.

Consult your doctor if you are taking any medications. With many drugs, it is better not to get overheated with exercise. Avoid antihistamines if you are competing in hot weather. It is generally believed that they increase the possibility of heat stroke.

Be aware that illness may be your body's way of indicating overtraining. Your immunity system becomes less resistant because of training stresses.

Muscular growth chemistry

(1) *Stress.* Contracting muscle against resistance initiates chemical response that stimulates future growth. it is believed the increased production of creatine phosphate triggers the production of additional contraction protein within the fiber.

(2) *Rest.* Recovery time after stress allows for the repair of minor tissue damage and the growth of thicker fiber (hypertrophy).

(3) *Nutrition,* a balanced diet provides the nutrients necessary to both fuel the stress exercise and nourish muscle growth.

Thicker muscle fiber is stronger muscle fiber, just as an inch-thick rope is stronger than a half-inch rope.

The capillary network within the muscle also grows, increasing the local blood supply. Muscular growth also stimulates an increase in myoglobin (used for oxygen pickup) as well as the storage of muscle glycogen.

Flexibility Training

Flexibility refers to the range and ease of movement of a joint or combination of joints. Increasing the range of motion usually permits the safe generation of more skeletal force. (Numerous studies have shown that flexibility training enhances rather than interferes with strength training.)

Flexibility, along with joint tissue strength, may prevent or at least minimize sudden-stress injuries. Brad and I both feel his flexibility and strength training help reduce the risk of injury or at least minimize injury following a sudden getoff. (However, studies indicate no conclusive evidence that improved flexibility prevents injuries.)

Other benefits of flexibility training include improved circulation, improved coordination, greater body awareness, and a reduction of muscular tension.

An individual's flexibility depends on several elements:

- ☐ Joint geometry.
- ☐ Connective tissue.
- ☐ Muscle group strength, contracted and extended.
- ☐ Body proportions.
- ☐ Body fat distribution.

Resistance exercises performed over a full range of motion improve flexibility. Nautilus equipment offers this benefit. Free weights are not particularly useful for flexibility training.

Stretching is the best way to increase flexibility. The various elements of a joint respond differently to stretching. Muscles and fasciae stretch easily; tendons don't. Ligaments, once stretched, resist returning to original length.

Often overlooked in the past, stretching is now emphasized in many training programs because of the benefits it offers — increased flexibility and reduced strains and sprains. (Interestingly, a study by the Institute of Sports Medicine and Trauma selected a flexibility-oriented athletic activity as the most physically demanding. Basketball, soccer, football, and baseball, in that order, were all ranked behind ballet dancing.)

There are two different stretching techniques:

- ☐ Static.
- ☐ Dynamic.

Static stretching, relaxed and sustained without bouncing movement, is recommended. Done properly, static stretching avoids activation of a muscle reaction called stretch reflex which occurs when a muscle group is stretched beyond its limit. The nervous system sends contration signals

to protect against further overstressing.

Dynamic (bouncing-type) stretching is more likely to activate stretch reflex. When this happens, muscle fiber, attempting to contract as the bone keeps moving, may tear. This produces inelastic scar tissue (involuntary muscle shortening) which eventually reduces elasticity.

Forget about strength training's no-pain-no-gain slogan when stretching. Stretching should not be painful. Stretch to a limit. Forcing activates the stretch reflex.

Stretching authority Bob Anderson recommends a two-step approach for static stretching:

(1) The easy stretch.

(2) The developmental stretch.

The easy stretch. Stretch until mild tension is felt to warm up for a developmental stretch. Hold the stretch from five to 30 seconds. Tension should reduce as the stretch is held. If it doesn't reduce the stretch slightly. Breathe slowly and normally.

The developmental stretch. Extend the stretch slightly, to a point of tension, and hold it from 10 to 30 seconds. Again, the tension should reduce as the stretch is held. Breathe slowly and normally.

Concentrate on staying within your stretch limits, avoiding stretch-reflex. Let your muscles tell you how far to stretch. Don't arbitrarily set a goal (such as three inches beyond your toes).

Gradually, by stretching to your limit but not beyond it, your flexibility will increase.

Any stretching at the beginning of a workout should be preceded by a warm-up period of easy, gentle movements that stimulate increased blood flow and the release of synovial fluid which lubricates the joints. Generally, it's best to warm up until sweating begins before beginning specific stretch exerciese. Use easy stretches at first.

Although stretching is commonly thought of as warm-up exercise, the best results are achieved after a workout. Warm, fully-oxygenated muscles will be much more responsive to developmental stretching, the stretching that actually increases flexibility.

Stretching after exercising also helps loosen muscles tightened by training.

The flexibility program Brad uses is similar to one used by the Milwaukee Brewers baseball team. I devised the program, designed to stretch the entire body, for the DeLaSalle baseball team. Bob Rodgers, then the manager of the Brewers, visited the school to do a clinic for one of our coaches, an old friend. Bob liked the program and decided to use it with his team.

I added the stretching exercises to Brad's off-season training program and maintained them for pre-season and in-season training. Stretching really helps get the body back in shape after an end-of-season or injury layoff. And, at the beginning of the off-season program, it also prepares an athlete for the heavy-duty training coming up.

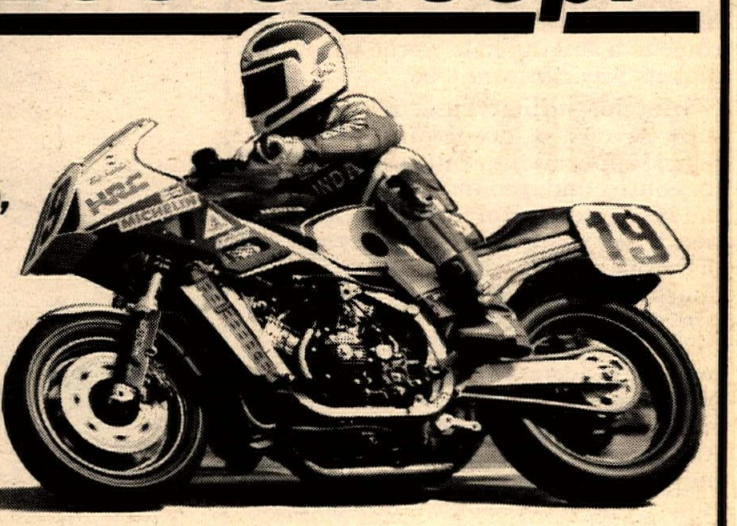
We use a complete series of easy stretches after the morning run (before the weight workout) and again after the Nautilus workout (which itself helps improve range of motion). ●

Championship Training, *by Dean Miller and Len Weed, includes Brad Lackey's complete year-round training program as well as in-depth fitness and training information for all sports. 112 pages, over 80 photos and illustrations. To order, send $9.95 plus $1.50 postage and handling to Cleansheet Enterprises, P.O. Box 241C, Tarzana, CA 91356. California residents add 65¢ sales tax.*

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HEAD AND VISOR ABOVE THE REST

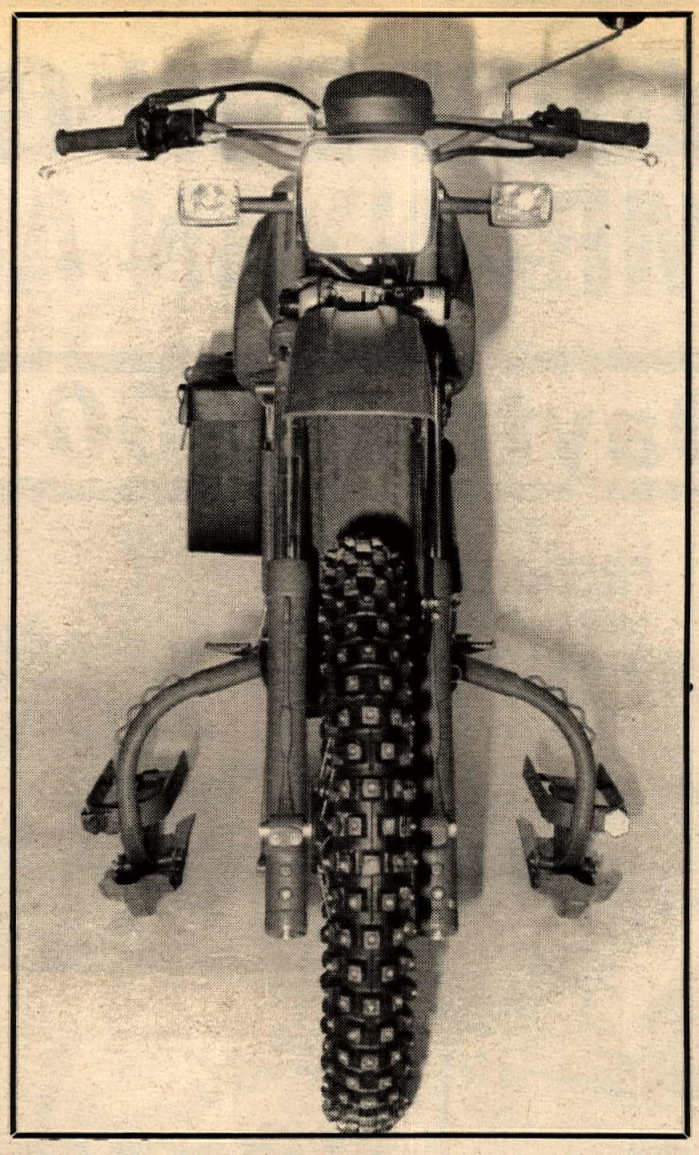
KTM

(Continued from page 20)

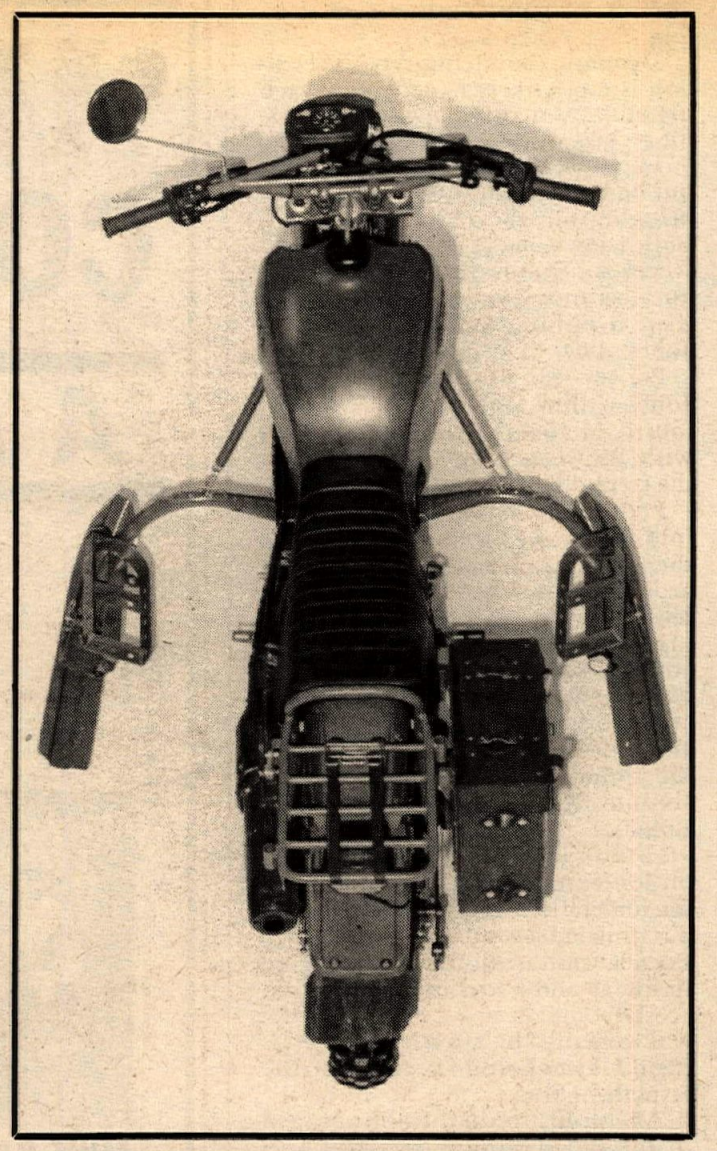
the same treatment, and as long as both tires are in contact with ice or snow, you get a confident feel.

Deep snow, however, can be a problem. The skis provide a certain amount of flotation, which is the hot ticket in powdery snow up to about a foot deep, or where the snow is hard-packed (similar to a groomed ski slope). But if the white stuff gets up where it's waist deep, forget it. The skis will carry you high enough in the snow cover to where you lose all traction at the rear wheel. Then you come to a sinking halt, as the wheel digs its way earthward.

Still, for military use on either snow-covered or dry terrain, where typical applications would be mainly for courier and reconnaissance duty, the bike is a natural and very effective. KTM has already sold nearly 800 of the bikes — 500 with the automatic clutch and approximately 300 with conventional clutches — to the Austrian Army. The bike is currently under consideration for use by the Norwegian Army and several other countries, including the U.S. Army. And to meet the required standards, a multitude of changes over their consumer line of machinery has been designed to quiet the bike to a whisper compared to the average dirt bike. And since the bike would be ridden by many soldiers with little or no motorcycle experience, a low seat height for easier handling was a must. KTM met that criteria and did so without severely sacrificing suspension travel — something we'd like to see applied to their consumer line. The seat height is a very comfortable 33 inches, while travel is right in the ball park with the average competition enduro bike — 10.5 inches front and 9.5 in the rear.

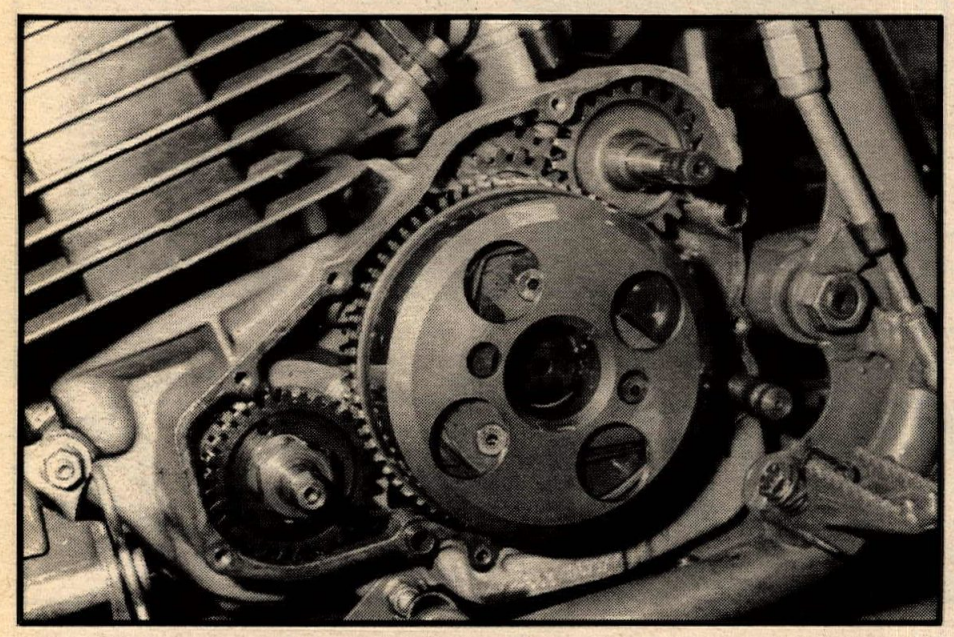


Visible here are the ski foot rests and a portion of the automotive-type tire studs. The front brake is a disc.



While the bike is heavy duty and outfitted for military duty, most of the components are well tucked in.

The clutch is an automatic centrifugal design; weighted steel shoes press against the outer drum as engine speed increases and the clutch engages.



The resulting frame bears little resemblance to anything offered to the public other than the basic engine cradle design, but the single-shock Pro Lever suspension—of 1982 vintage—has been fitted. The shock is a basic emulsion type without an external reservoir, while the swingarm is still aluminum (coated in olive drab paint).

Technology in other areas is a blend of old and new. Up front is an up-to-date version of the Brembo disc brake, while the drum brake in the rear is a holdover from KTMs of the early 70s. The fork is a 40mm Marzocchi unit.

The top end of the air-cooled 247cc motor is virtually identical to that used on KTM enduro models in 1982, while the bottom end could have been stolen from the '85 models (the left side case even has the water pump bulge molded in).

A morsel of high technology resides atop the front fork — a rectangular headlight that stays lit (at full power) even after the engine dies, this from an electrical system that has no battery. The trick here is the use of a simple capacitor, which stores electricity while the motor revs. A more common use of the capacitor is in electronic flash units fitted to many cameras.

Since long range was mandated, KTM fitted a fuel tank larger than that on any off-road bike this side of Paris-to-Dakar — 5.1 gallons including a one-gallon reserve. Non-stop excursions between fuel depots well over 100 miles apart are possible over dry ground. Plowing through the snow belt will drop mileage considerably.

Riding the Gelande-Military fitted with a conventional clutch and sans skis was a barrel of fun. Since the tires were shod with sheet metal screws (ala ice racing practice) the bike was a natural on ice. Traction was sure-footed and the lighter weight (since the skis were removed) made the bike easier to throw around.

KTM's Jack Lehto puts the warrior through its paces in the deep snows of Lorain, Ohio. The bike loves to be thrown into corners at speed.



Still, we were mysteriously drawn back to the bike with skis. The snow was falling at the rate of an inch per hour (a common winter happening in northern Ohio, the locals told us) and our riding gear was soaked from rolling in the snow. But there was something about getting a chance to play Ricky Graham and Franz Klammer at the same time that made us want more.

Unfortunately, all good things must come to an end, and as darkness arrived the bike was put back under tight security in a dark corner in the KTM warehouse. And as the guard put the padlock on the case-hardened chain, we thought about how nice it would be to have one of them for our very own. Maybe someday KTM will turn a declassified version of the bike loose so we can buy one. •

Dirt track

(Continued from page 23)

nipping Steve Morehead at the line for second.

The pole position went to Jones, but he went down in the first corner bringing out the red flag. "Poovey pulled down on me and took my front wheel out. I must have smacked my knee because it really hurt. I just sat there a minute to clear my head," Jones said.

Poovey led off the restart with Jones second, Hames third and Carr fourth. Mertens and Brown followed with Brown getting by Mertens on the second lap.

Poovey and Hames both moved into the looser limestone and when they did Jones scooted by on the groove. Chris Carr moved up to challenge Poovey.

Hames was going deeper into the corners, squaring them off on the higher line and heading for the groove at the corner's exits. He tried the outside of Jones, but was shut down. On the same lap Mertens fell, giving sixth to Rodney Farris behind Fran Brown.

On the white flag lap Hames was on Jones' rear wheel and tried shooting under him exiting the final corner but finished second, a length behind. Poovey was safe in third as was Carr in fourth and Farris in fifth.

"To compensate for where my bike was working I had to take some gearing off. I was going to get him on the last lap," Hames said, "But he nailed it." With his second, Hames moved in the series point lead with 53 to Poovey's 50. Boody, who failed to qualify for the main, stayed in third with 46 and Jones' second win in a row gave him 40. Chris Carr was a point back with 39.

"Yeah, I stayed low," Carr began. "The most consistent lines were there. You have to do a lot to compensate here. It seems different every night. You have to adjust.

"Basically, all night long they were faster. I had the fourth fastest heat and semi and knew they would be ahead of me. They're heavier and they get better traction," Ron Wood-sponsored Carr added.

"It was a little slicker tonight," Jones said. "I stayed right with the same line. Right before the main we put a new edge on the tire and scuffed it in right. Right now we're taking it one race at a time."

Saturday

Jones came back on Saturday, the final night of racing, and opened the program with the fast heat win. Riders who won the following seven heats were Terry Poovey, Ted Boody, Pete Hames, Tim Mertens, Eric Rausch, Chris Carr and Sammy Sweet.

Pete Hames saw his chances for the series title go sour when he gated poorly in the first semi. Hames, creeping at the time, double-clutched when the green light flashed and Jones, Scott Adams and Dan Ingram shot past. Hames was back in the hunt when he slid under Maitland, but was in too hot and off the groove moving back to fifth when Doug Chandler passed. Jones' lead was impressive — 4.2 seconds at the finish on a track where a good lap time is 19 seconds — and although Chandler pressured, he couldn't get Adams for second.

Coming out of the second turn on the fourth lap of the second semi, Terry Poovey passed "Wild Will" Davis and took the win with Rodney Farris third. Tim Mertens was the victor of the third semi with Rausch and Kris Armentrout following and

(Continued to page 37)

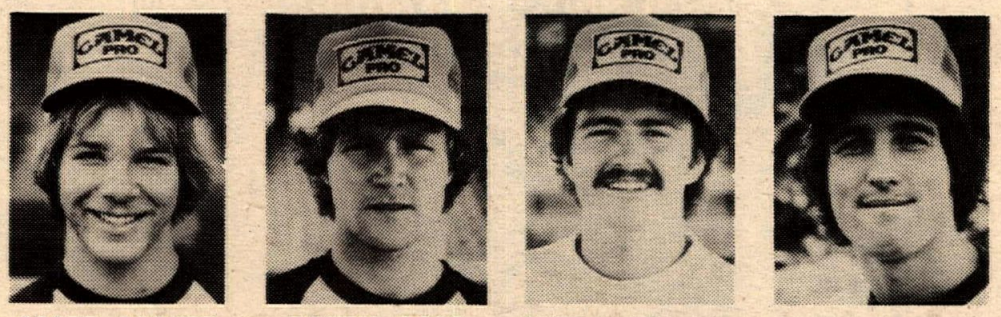
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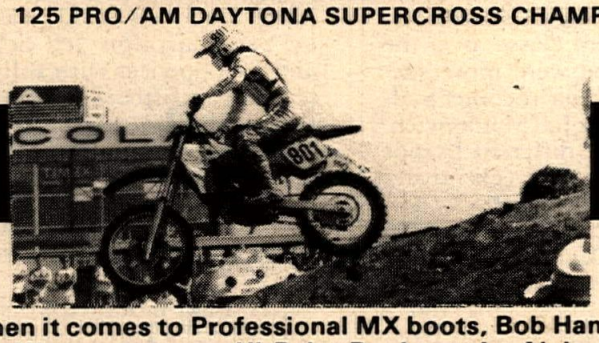
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PHOTOS BY PAUL CARRUTHERS

Scooter Stafford won the Open Pro class on a Honda and then topped the 250cc Pros on a Suzuki.

1985 Grand National Championship

Stafford and Matiasevich lead the pack in Texas

By Paul Carruthers

LAKE WHITNEY, TX, MAR. 9-10

The sleepy little town of Whitney, Texas awoke last weekend to find its population nearly doubled by 1010 motocross riders invading the Lake Whitney Cycle Ranch for the 1985 Grand National Championships. The resulting racing proved that Daytona Beach wasn't the only place to be in early March.

Riders representing 21 states competed in 22 different classes over the weekend, but none were more successful than Louisiana's Scooter Stafford and California's Jeff Matiasevich. Stafford used three different brands of motorcycles over the weekend and left the Lone Star State with a win in the 250cc Expert class and a second in the Open Expert. Matiasevich found the Texas sunshine to his liking and came away with three wins and a second place in the Intermediate Division.

250cc Expert

In most of the classes, a starting gate the size of a city block would have been needed to accommodate the numerous entries, so two motos were held on Saturday with a final moto on Sunday. Such was the case in the 250cc Expert.

In Saturday's opening moto, Kawasaki-mounted Carroll Richardson captured the holeshot while Stafford completed the first lap in second place. Stafford's Suzuki was followed by Yamaha pilots Jeff Schumacher and Kirt Spencer with Billy Whitley trailing in fifth. The top five positions didn't alter until lap seven when Stafford powered his Suzuki past Richardson and into the lead. The Baton Rouge resident held on to take the win with Richardson, Spencer, Schumacher and Whitley following.

Kawasaki-mounted Tommy Watts and Yamaha rider Jerry Surber put together one of Saturday's best races in the second 250cc moto. Surber took the early lead, but Watts wasn't giving in easily and stuck close until the last lap. Watts then forged ahead ratt rounded out the top three.

Irving, Texas, resident Dennis Hawthorne set out to avenge his to take the win with Surber right behind in second place. William Sur- seventh-place finish in Saturday's first moto as he grabbed the holeshot in Sunday's final. Richardson got off second while Stafford found himself in sixth place at the end of the first lap. Hawthorne started to pull away from the pack on lap two with Richardson following in second. Whitley moved up to third on the second lap while Surratt and Stafford climbed to fourth and fifth.

Stafford squeezed by Whitley on lap three to move into fourth but Hawthorne continued to dominate out front. Lap four had Surratt moving into third with Stafford pressing him hard. Surratt got by Richardson on the fifth lap but that pass was short lived as he disappeared on the next lap. Stafford forged into second pace behind Hawthorne at the finish with Richardson, Whitley and Schumacher rounding out the top five. Stafford's 1-2 tally took the overall with Richardson's 7-1 score taking second.

Open Expert

A less-crowded Open class required only two motos, one on Saturday and the second on Sunday, but crowds or not, Hawthorne once again put his Kawasaki out front. He didn't get the holeshot but he didn't waste any time in disposing of those in front of him. Watts and Spencer were the first victims as Hawthorne surged to the front on the opening lap. This time Stafford was Honda mounted but it didn't help his start as he ended lap one in sixth place.

Hawthorne started to stretch his lead and all eyes focused on Stafford's climb through the pack. Stafford moved the Honda into fourth spot on the third lap, but it was to no avail when he fell on the back section and dropped to seventh. Watts continued to follow Hawthorne while Spencer, Yamaha-mounted Jeff Stanton and Kawasaki's Doug Fellers rounded out the top five. Stafford got back into the fray and charged by Clay Hoenshell to take sixth on lap five. He continued to pick up spots in the closing stages and eventually ended up fourth at the finish. No one, however, could stand in Hawthorne's way as he cruised to the first moto win. Watts, Spencer, Stafford and Doug Fellers filed in after Hawthorne.

Just as Hawthorne had dominated Saturday's race, Stafford proved to be unstoppable on Sunday. For awhile, however, it looked to be a re-run of Saturday as Hawthorne stole the holeshot and pulled away from the pack. Watts held on to second with Stafford and Spencer hot on his heels. Stafford moved by Watts and set his sights on Hawthorne during lap two as the duo left the rest of the pack behind.

By lap four Stafford was pushing Hawthorne hard and on lap five he went by on the outside in a right hand sweeper in front of the starting tower. Meanwhile, Spencer had gotten by Watts to take over third but Watts continued to pressure the Kawasaki pilot. Stafford gained a seven-second advantage after seven laps with Hawthorne a safe second. The battle for third continued with Spencer eventually pulling clear on the last lap. Watts took the checkered flag for fourth with Hoenshell and Stanton following in fifth and sixth, respectively. Hawthorne's 1-2 tally earned him the overall with Stafford taking second and Spencer ending up third.

Stafford's first and second in the Open and 250cc Expert brought a smile to his face and an increase to his wallet, but the 125cc class didn't treat him as kindly.

"If I wouldn't have crashed in that first Open moto I might have won them both," Stafford said. "I borrowed the Open bike (Honda), I rode the Suzuki (250cc) because they pay the money and the Kawasaki (125cc) was just sitting in the garage, but it was too slow. I just rode it to make some more money; it's one of last year's bikes."

125cc Expert

Kawasaki-mounted Bader Manneh grabbed the holeshot in Saturday's opening 125cc moto, but Team Green's Carroll Richardson and Eddie Warren constantly swapped positions early. Warren and Richardson both got by Manneh and he suddenly dropped off the pace and into fifth place. Warren held on for the win with Richardson following in second. Manneh finished seventh.

The second moto on Saturday saw Stafford making his third appearance, but it wasn't as successful as the previous two. At the end of the first lap, Dennis Daft led Yamaha-mounted Billy Whitley with Hawthorne close behind. Yamaha's Eddie Hicks found himself in an unfamiliar ninth place going into the second lap.

Four laps later, Hawthorne moved past both Whitley and Daft to take over the lead. Hawthorne increased his lead and went on to take the win with Daft taking second and Surratt moving past Whitley for third place. Stafford finished sixth and Hicks rode in for eighth.

On Sunday the best 125cc riders from Saturday got together to do battle in one moto and when it was over Eddie Warren stood above the rest. It was Richardson, however, with the holeshot as Manneh and Warren followed closely. Warren wasn't holding back and he shot by Manneh and set his sights on Richardson. On the third lap, Warren blasted around the outside of Richardson in turn one to take the lead. Manneh was all alone in third but Surratt, Whitley, Hicks and Yamaha-mounted Kit Vick were drawing attention to their race for

(Continued to page 38)

Dirt track

(Continued from page 35)

Chris Carr won the fourth semi from Boody and Brad Taylor.

Ten National numbers and two rookie Experts lined up for the 12-lap main. With the $5,000 top prize from the Wiseco-Daytona Dirt Track Series still up for grabs the odds were in Poovey's favor. All Poovey needed was a fourth or better to recapture the title he'd held in 1981 and 1982 even if Jones won, which he did, convincingly.

Jones was clearly in a class by himself and second placed Tim Mertens was also all alone, although a notch behind Jones. The battle for third wasn't as clear cut.

Poovey held it for the duration of the race, but the slightest bobble would have yielded third to Carr. Eric Rausch was lonely in fifth.

On the seventh lap Brad Taylor and Kris Armentrout both went down in turn one bringing out the red flag. Both remounted but with a single file restart Jones lost all of the advantage he'd built up. No matter, because on the restart he disappeared for the final five laps and secured his place in Memorial Stadium short track history. Mertens held second, and Poovey's third, ahead of Carr, was good enough for the title, which left him virtually speechless. "He knew that he only had to finish fourth or better," sponsor Chuck Gardner said as Poovey posed for pictures with his older brother and mechanic Terry, "so he rode conservatively."

"I knew as long as I kept Boody behind me I was in good shape," Poovey said. "I needed that and I also got something I didn't expect: Hames not making the feature. I could've run harder and maybe have won the race, but I didn't want to take a chance and fall down."

The conservative riding frustrated fourth place Carr. "My bike was working good and I felt good about how I was riding. But he only needed fourth and, plus I got off the line bad."

"This was my best night," runner-up Mertens said. "We changed the suspension some on my Belleville Honda and I could see Jones at first. I thought I could catch him but he was getting through the middle of the corner better than I was."

Jones was good enough to do what no one before him had done: complete the triple crown.

"I wasn't really hoping to get the third win here. I was taking it one race at a time just trying to win my heats and semi. This was a different motorcycle than I rode last year and we used the same combination every night. It was great from the beginning. I didn't transfer to the main in the half miles so I didn't get any points and never thought I would finish this high up in the standings," said Jones. •

Results

THURSDAY

1. Ronnie Jones (Hon); 2. Terry Poovey (H-D); 3. Peter Hames (H-D); 4. Tim Mertens (Hon); 5. Ted Boody (Hon); 6. Chris Carr (W-R); 7. Scott Adams (H-D); 8. Rich King (H-D); 9. Fran Brown (H-D); 10. Thomas Maitland (H-D); 11. Randy Goss (Hon); 12. Rodney Farris (H-D).

FRIDAY

1. Ronnie Jones (Hon); 2. Peter Hames (H-D); 3. Terry Poovey (H-D); 4. Chris Carr (W-R); 5. Fran Brown (H-D); 6. Rodney Farris (H-D); 7. Sammy Sweet (H-D); 8. William Davis (H-D); 9. Steve Morehead (H-D); 10. Eric Rausch (H-D); 11. Tim Mertens (Hon); 12. Billy Herndon (H-D).

SATURDAY

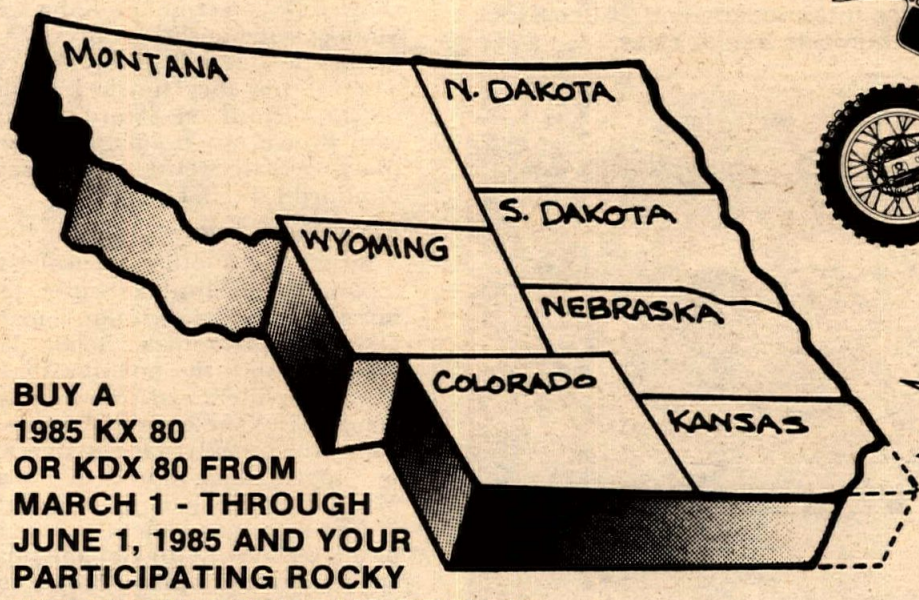
1. Ronnie Jones (Hon); 2. Tim Mertens (Hon); 3. Terry Poovey (H-D); 4. Chris Carr (W-R); 5. Eric Rausch (Hon); 6. Scott Adams (H-D); 7. Doug Chandler (Hon); 8. Ted Boody (Hon); 9. William Davis (H-D); 10. Rodney Farris (H-D); 11. Kris Armentrout (Hon); 12. Brad Taylor (Hon).

FINAL POINT STANDINGS: 1. Terry Poovey (63); 2. Ronnie Jones (60); 3. Ted Boody (53)*; 4. Peter Hames (53); 5. Chris Carr (50); 6. Tim Mertens (43); 7. Rodney Farris (35); 8. Steve Morehead (29); 9. Doug Chandler (25); 10. Thomas Maitland (24).

*Awarded higher position because of main event win.

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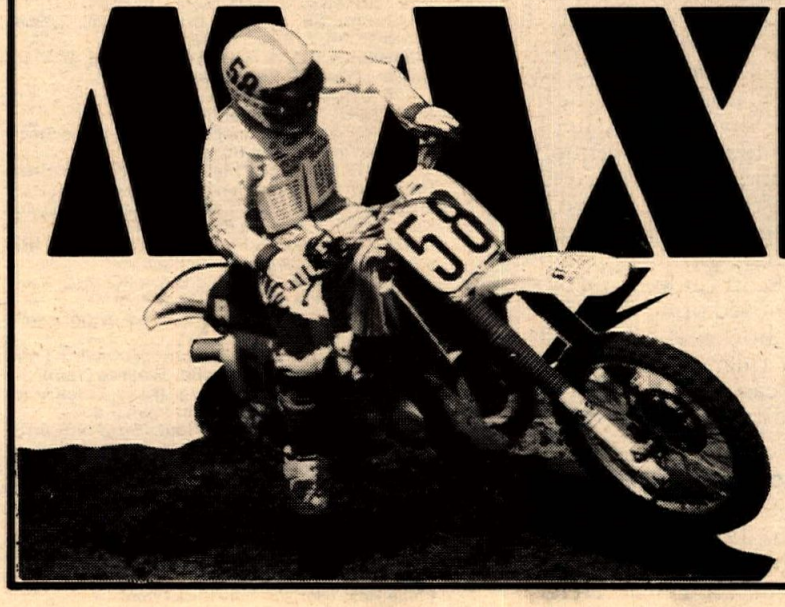
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(Above) Jeff Matiasevich won the 125cc Intermediate and 250cc Stock classes. (Below) The gate drops for the Minibike Senior class.



Texas GNC

(Continued from page 36)

fourth. Surratt, Whitley and Vicks continued to battle, but Hicks began to fade from the picture. Warren was sitting pretty and putting some serious distance between himself and Richardson. Meanwhile, Richardson was doing the same to Manneh as Hicks began to close the gap between him and Vick.

He left the charge a little too late, however, and Vick managed to hold on for sixth. Surratt held on for fourth with Whitley winding up fifth. Warren took the overall win followed by Richardson and Manneh.

250cc Intermediate

Kawasaki riders Frankie Brundage and Jeff Matiasevich started their weekend-long duel in the Intermediate division and it was Brundage who drew first blood. Brundage led wire-to-wire after grabbing the holeshot while Matiasevich started slowly in fifth. After two laps Brundage led Kawasaki-mounted Michael Stahlman with Vince Rizzo on a Honda in third. Matiasevich moved past Rodney Wallace to take fourth and started making a move towards Rizzo. On the next lap, Matiasevich got Rizzo and two laps later blasted by Stahlman to take over second place. His progress, however, stopped there as he couldn't threaten Brundage. Stahman edged Wallace for third place and Rizzo wound up fifth.

250cc Stock Intermediate

The second round of the Matiasevich-Brundage battle got underway in the 250cc Stock Intermediate class, but this time it was Matiasevich who came out on top. After stealing the holeshot, Matiasevich immediately opened a four-second lead over Brundage and there was nothing the Ramona, California rider could do about it. Matiasevich continued to pull out a second a lap on the field while Brundage didn't have much of a problem holding on to second place. Yamaha-mounted Rodney Wallace came up from fifth place to finish third with Texas local Jimmy Spiers putting his Honda in fourth. Kawasaki pilot Curt Libbey rounded out the top five.

125cc Intermediate

Matiasevich got his second of three wins in the 125cc Intermediate class. Once again, he came away with the holeshot and, once again, scored a runaway win. Brundage got a slow start and wound up 11th after the first lap. Honda's Shaun Kalos hooked himself to Matiasevich during the opening lap and found himself with a comfortable second place. Two laps later, Brundage worked his way to sixth and didn't stop there. He proceeded to get Scott Chesser and by the last lap had moved up to third place. Matiasevich, however, continued to be the fastest rider on the track and coasted to an easy win. Kalos held on for second wtih Brundage finishing third.

125cc Stock Intermediate

Matiasevich didn't cool off as he dominated the 125cc Stock Intermediates. Despite getting off the line in fifth place, the La Habra Heights, California, rider only needed two laps to surge to the front of the pack. From there it was all downhill as nobody could get close enough to mount a serious challenge. Holeshot and first lap leader Steve Hill kept his Kawasaki in second spot.

Minibike 105cc

Team Honda's Shaun Kalos ran away and hid from the rest of the pack in the Minibike 105cc class. The real race was the one for second place. Yamaha-mounted Vince DeVane and Rick Simmet on a Honda battled early for the runner-up spot, but DeVane eventually got the better of the battle. Meanwhile, Scott Brown was recovering from an eighth-place start and was making a serious charge towards the front. DeVane started closing the gap on Kalos while Brown moved into fifth place, only five seconds behind Simmet. Lap four showed DeVane right on Kalos with Simmet being pushed by Brown, but neither DeVane or Brown could make a move and they finished in that order. A crash on Saturday didn't earn Brown any points and fourth place overall went to Kawasaki-mounted Lowell Thomson.

Minibike Senior

Brown got another chance at the top spot in the Minibike Senior class, but in the end he couldn't match DeVane and his Yamaha. Bobby "Jay" Mann grabbed the holeshot on his Kawasaki with Brown following close behind. DeVane got off the line in eighth but quickly made up time and by lap two had moved to fourth. Mann started to stretch his lead slightly over Brown and after two laps led by 2.5 seconds. With DeVane pushing hard in third place, Brown suddenly caught Mann and a three-way battle ensued. Halfway through lap four, DeVane passed both Brown and Mann as the latter began to fade. DeVane and Brown pulled away and all of a sudden Mann had his hands full with Simmet's Honda. DeVane coasted in for the win while Brown finished a comfortable second. Simmet blew by Mann as the two finished third and fourth, respectively.

Brown's second was a fine debut for what Innovation Sports' president Jim Castillo termed "stage one of a 99-pound mini." The Honda was fitted with a uniquely-designed frame that featured a carbon-fiber back section. The bike is six pounds lighter than a standard minibike, according to Castillo. •

Results

TEENY MINI: Robbie Reynard (Yam); 2. Todd Claborn (Yam); 3. Kevin Windham (Yam).
60 JR.: 1. Damon Huffman (Kaw); 2. Jesse Begyn (Kaw); 3. Ben Schooley (Kaw).
60 SR.: 1. Jack Ricks (Kaw); 2. Brett Melton (Hon); 3. Brock Bullard (Kaw).
MINI STOCK 7-11: 1. Hank Moree Jr. (Kaw); 2. Marty Vaughn (Kaw); 3. Ronnie Densford (Kaw).
MINI STOCK 12-15: 1. Lowell Thomson Jr. (Kaw); 2. Scott Brown (Hon); 3. Bobby Jay Mann (Kaw).
MINIBIKE JR.: 1. Jimmy Button (Hon); 2. Ronnie Densford (Kaw); 3. Hank Moree Jr. (Kaw).
MINIBIKE SR.: 1. Vince DeVane (Yam); 2. Scott Brown (Hon); 3. Rick Simmet (Hon).
MINIBIKE 105: 1. Shaun Kalos (Hon); 2. Vince DeVane (Yam); 3. Rick Simmit (Hon).
125 STK NOV: 1. Mike Larocco (Yam); 2. Ken Butler (Suz); 3. Jerry Benner (Hon).
125 NOV: 1. Mike Larocco (Yam); 2. Kevin Stockhausen (Yam); 3. Ken Butler (Suz).
125 STK INT: 1. Jeff Matiasevich (Kaw); 2. Steve Hill (Kaw); 3. Tommy Newman (Kaw).
125 INT: 1. Jeff Matiasevich (Kaw); 2. Shaun Kalos (Hon); 3. Frankie Brundage (Kaw).
125 EX: 1. Eddie Warren (Kaw); 2. Carroll Richardson (Kaw); 3. Bader Manneh (Kaw).
250 STK NOV: 1. Jerrold Grant (Kaw); 2. Keith Mundie (Kaw); 3. Walker Alford (Hon).
250 NOV: 1. Jerrold Grant (Kaw); 2. Chris Pritchett; 3. Greg Hembree (Yam).
250 STK INT: 1. Jeff Matiasevich (Kaw); 2. Frankie Brundage (Kaw); 3. Rodney Wallace (Yam).
250 INT: 1. Frankie Brundage (Kaw); 2. Jeff Matiasevich (Kaw); 3. Michael Stahlman (Kaw).
250 EX: 1. Scooter Stafford (Suz); 2. Carroll Richardson (Kaw); 3. Dennis Hawthorne (Kaw).
OPEN INT: 1. Rodney Wallace (Yam); 2. Michael Stahlman (Kaw); 3. Jeff Knight (Hon).
OPEN EX: 1. Dennis Hawthorne (Kaw); 2. Scooter Stafford (Hon); 3. Kirk Spencer (Yam).
OVER 30: 1. Tony Greenwood (Hon); 21. Karel Kramer (Kaw); 3. James Workman (Kaw).
OVER 30 MASTERS: 1. Robby Neeley (Kaw); 2. Philip Hess (Hon); 3. Billy Click (Yam).

Latest Poop

(Continued from page 6)

The Tacoma, Washington, Community College is holding the Basic Motorcycle Rider Course for new riders, and the Better Biking Course, an advanced-skills class for those with more experience. Both classes are certified by the Motorcycle Safety Foundation. Call (toll free) 800/562-5505 for information.

The Bees M.C. will host the 1985 Widowmaker Hillclimb on May 19; there will be a $20,000 guaranteed purse. In addition to the regular Exhibition and Expert classes, Sportsman, Powder Puff and Mini classes will be run for the first time. Mail entry deadline is May 10. For further information, contact the Bees M.C. at P.O. Box 130, W. Jordan, UT 84084, or call 801/255-8946.

Riders with three digit numbers, which made up over 50 percent of the fields in Formula One, Formula Two and the 200 at Daytona, created problems for everyone from scorers to the fans in the stands. In addition, the familiar rider number/name combinations of the past several seasons weren't the same due to an AMA change in rider numbering for each division.

The Daytona 200 was the first round of the International Superbike Masters Series organized by Steve McLaughlin; the second and third rounds in the 1985 series are scheduled for Assen, Holland on September 8 and Melbourne, Australia on September 22.

California State Assembly Bill AB1201 will allow Green Stickie-equipped off-road vehicles to use brief stretches of secondary roads to reach interconnecting trails or use nearby services. The California Highway Patrol is expected to oppose the bill when it reaches the floor for debate. Support for AB1201, should be directed to local California state assemblymen.

Team Honda dirt track rider Bubba Shobert has turned down an invitation to race this year's Trans-Atlantic Match Races in England to concentrate on winning the AMA Camel Pro Series instead. Shobert based his decision on his second-place finish to teammate Ricky Graham last year. With Graham now out with a broken leg, Shobert's chances of winning look extremely good.

Mike Kidd's Boyd Raceway will kick off it 1985 dirt track season with a weekend doubleheader April 6 and 7. Saturday will feature a short track, and Sunday will have TT racing, with a $1000 purse for each day's event. For more information, call 817/284-1766. •

MOTORCYCLE INDUSTRY CHANGES

Nominated For a position on California's State Off-Highway Vehicle Commission, CMC President Stu Peters; polite letters of support can be sent to Mr. Marvin Baxter,

Appointment Secretary, Office of the Governor, Sacramento, CA 95814.

Hired As Director of Professional Competition, Bill Amick, most recently working in public relations for R.J. Reynolds' Camel Pro Series; formerly editor of the AMA monthly magazine American Motorcyclist.

Announced Sponsorship plans for 1985, by Bel-Ray, manufacturers of motorcycle lubricants; sponsored are motocross riders Jeff Ward, Mark Barnett, Goat Breker and Billy Liles of Team Kawasaki, two-time WERA National Endurance Road Racing Champions Team Hammer, and Husqvarna's motocross, enduro and off-road teams.

Signed To contest the WERA National Endurance Series for John Bradley's California-based Cycle Tech team, David Aldana and Wes Cooley, to ride Suzukis.

Born Katy Elizabeth Poovey, on February 22, to AMA Grand National rider Terry Poovey and his wife Cathy.

Named Bill Giacomelli, as National Sales Manager for Brooks Leather Sportswear of Grand Rapids, Michigan; Giacomelli has worked as general manager of Bell Industries and most recently as accessories manager for Shawmut Hills Yamaha/Honda in Grand Rapids.

Hired As Associate Creative Directive for Burroughs Advertising in Nashville, Tennessee, Dave "The Hawk" Hawkins, well-known freelance photographer based in Los Angeles and formerly a Cycle Magazine Associate Editor; Hawkins and his family recently moved from Camarillo, California to Nashville.

Hired by Vandystadt Agence de Presse in Paris, France, Patrick Behar; formerly a freelance photographer based out of Los Angeles and a familiar figure at U.S. road races for eight years.

Returned To the U.S. after several years in Australia, motocrosser Marty Moates, along with wife Marisa and two children born in Australia, two-year-old Jessica and newborn Nicole.

Featured In the March 7 Los Angeles Times sports section, a story by Shav Glick on the closing of motorcycle riding parks in the Los Angeles area; CMC President Stu Peters was quoted as disagreeing that "there is no place to ride," listing Hungry Valley in Gorman, and De-Anza Cycle Park in Sunnymead as two open riding and racing areas, and race tracks at Carlsbad Raceway, Ascot Park, Sunrise Park in Adelanto, and an open riding area in the San Bernardino mountains.

Promoted To National Sales Manager of Bell Helmets' Motorsport Division, Maria Gohl, formerly the company's Sales Manager, Export Division.

Moved British Marketing, U.S. distributor of Lockheed brake components and source of parts and service for British bikes, to 27324 Camino Capistrano, #139, Laguna Niguel, CA 92677, 714/643-2902.

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Race Notes



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PHOTO BY NATE RAUBA

In the 125cc Novice division one class at Corona, Steve Franco (161), Robert Briney (34) and Greg Perkins (11) get a little close.

Thomson tops Mabton Dunes MX

By Pat Jaquish

MABTON, WA, FEB. 24

Lowell Thomson combined a 1-1 score to take the overall win in the 125cc A division at Mabton Dunes Park. It was the first race in the four-event Pepsi Challenge Series, and 145 riders entered.

A new track layout greeted the riders. It was long and plenty tough, with many whoop-de-dos and hills, but without much water.

The 125cc A division was the best race of the day. Shaun McAlister (Yam) led the first moto until Jamie Munson (Kaw) and Kawasaki-mounted Thomson swept by. Thomson rode on to the moto win.

Munson grabbed the holeshot in the final round, with Thomson hot on his heels. The two were never more than 30 yards apart, and Munson knew he had to win to claim the overall. Munson appeared to have the victory in the bag, but the two riders collided on the last lap. Thomson was up first to take the checkered flag and the overall win. Suzuki rider Matt Wilcox was third overall.

Doug Hafsos (Suz) posted a 1-2 tally to win the 250cc Expert division. Dave LaPierre (Suz), won the final moto to take second with a 5-1 score.

Results

125 PRO: 1. Craig Stanaway (Kaw); 2. Steve Cooper (KTM); 3. Doug Miller (Kaw).
MINI C: 1. Bart McAlister (Kaw); 2/ Dale Studen (Hon); 3. Dan Bergstrom (Yam).
MINI A: 1. Lowell Thomson (Kaw); 2. Brian Thomson (Yam).
MINI B: 1. David Foster (Hon); 2. Steve Wagner (Yam); 3. Paul Rowland (Kaw).
125 A: 1. Lowell Thompson (Kaw); 2. Jamie Munson (Kaw); 3. Matt Wilcox (Suz).
60cc 1-8 YRS: 1. Brian Strader (Kaw); 2. Dwayne Nunley (Kaw); 3. Greg Mackey (Yam).
60cc 9-11 YRS: 1. Lucky Rowland (Kaw); 2. Peter Russell (Hon).
OPEN B: 1. Jay Gibbon (KTM); 2. Lee Collins (Hus); 3. Joe MacKenzie (Mai).
OPEN C: 1. Kevin Bise (Hon); 2. Bill Nelson (Hon); 3. Scott Towslee (Hus).
OPEN A: 1. Michael Protzman (Hon); 2. Charlie Mitchell (Hon); 3. Gary Larsen (KTM).
250 B: 1. Scott Fleming (KTM); 2. Dan Fitch (Suz); 3. Brad Ellis (Hon).
SPRTSMN: 1. Spencer King (Suz); 2. Dave Miller (Yam); 3. Frank Lamb (Hus).
OT A: 1. Rick Kelley (KTM); 2. Joe MacKenzie (Hon); 3. James Monegan (Hon).
OT B: 1. Ron Monroe (Yam); 2. Doyle Fleming (KTM).
125 B: 1. Rob Copeland (Suz); 2. Mike Hartman (Yam); 3. Curt Stanaway (Kaw).
OTHG A: 1. Gary Wozow (Hus); 2. Ken Bailey (KTM); 3. Jay Gibbons (KTM).
OTHG B: 1. Randy McAllister (Mst); 2. Ron Hies (KTM); 3. Doyle Zuhlke (Hon).
250 A: 1. Doug Hafsos (Suz); 2. Dave LaPierre (Suz); 3. Darren Fleming (KTM).
250 C: 1. Bill Perkins (Hus); 2. Doug Homer (Suz); 3. Doug Comouche (Hon).
125 C DIV 1: 1. Rod Virden (Kaw); 2. John Cooper (Kaw); 3. Mark Johnson (Hon).
125 C DIV 2: 1. Kevin Bise (Cag); 2. Todd McNeight (Hon); 3. Jim Larson (Yam).

Adams, Ogilvie take Riverside GP

By Jackie Fisher

RIVERSIDE, CA, FEB. 24

Craig Adams worked his Honda to a strong win in the Open class, and Bruce Ogilvie came back from a second-place Open finish to win the Vets race at the Southland Racing Association's (SRA) grand prix at Riverside, California.

The first race of the day started off with the Open-class bikes. Brian Statham (Yam) leapt to an early lead, with Adams hot on his heels through the first lap. Adams was in the lead at the beginning of lap two, and behind him were Dirk Houghton (Hon) and Bruce Ogilvie (Hon) — Statham had faded to fourth. As the race continued, Adams maintained his well-earned lead, with Ogilvie working his way around Houghton to finish second.

On the Amateur line Thomas Knapp (Hon) established a lead that he maintained from start to finish. Placing second was Dean Hall (Yam), and Tom Singleton (Hon) took third.

The next race was for 250cc bikes, and Gordon Ward, riding his MS Racing-sponsored Yamaha, made this race look easy. For seven laps Randy Norman (Hon) and Mike Sixbery (Hon) trailed behind Ward, pushing to close the gap between them. On lap three Sixbery mis judged a turn, going down hard and putting him out of the race. Norman pushed his machine to the max, but Ward never slowed. Norman finished behind Ward for second, and Rick Lee (Hon) placed third.

The Senior's race found Ed Duncan (Open Ex Hon) and Jim Berry (250 Ex Yam) dicing for the lead. Berry moved around Duncan and held the lead for two laps, but Duncan regained the lead on the white flag and went on to take the checkered. First Amateur across the line was Eddie Mulder (Open Yam); second place went to Danny Drew (Open Yam).

The next race was for the 81-200cc machines, and Keith Senn, riding his 125cc KTM for Pro-Cycle, shot off the starting line to take the lead. Jay Stranger (Yam) stayed with him for three laps, but Senn got on the gas and widened his lead. Stranger claimed second place to Senn's victory. Amateur Mark Vanscourt turned in a most impressive ride, taking his Honda around the course to lead the way for the Amateurs. Paul Bakus (Yam) placed second, and James Hanson took third.

Bruce Ogilvie rode his second race of the day in the Vets class, which saw a field of 79 starters, 25 of which were experts. The green flag dropped and Ogilvie found himself in third place at the end of the first lap. Looking for a better ride than his Open race, Ogilvie moved out and rode hard around his competitors. By the end of lap two Ogilvie had captured the lead, and rode on to take the win. Second went to Steve Subith (Open Ex) and third (first 250cc) went to Mike Sixbery.

Running in the same race, Elmer Woolard took the Amateur win, riding his open Maico. Second Amateur went to Yamaha-pilot Jeff Barker. Danny Ashcraft placed first 200cc Expert by finishing 13th overall — not a bad ride out of 75 finishers.

Results

251-OPEN: 1. Craig Adams; 2. Bruce Ogilvie; 3. Dirk Hougton.
ATC & ODY: 1. Ron Baker; 2. Rod Fowler; 3. Glen Elliot.
210-250cc: 1. Gordon Ward; 2. Randy Norman; 3. Rick Lee.
SRS: 1. Ed Duncan; 2. Jim Berry; 3. Russ Robinson.
81-200cc: 1. Keith Senn; 2. Jay Stranger; 3. Leonard Johnson.
VETS: 1. Bruce Ogilvie; 2. Steve Subith; 3. Mike Sixbery.
0-80cc: 1. Willis Drake; 2. Brian Sanchez; 3. Chris Holmes.

Tyler doubles at Salem arenacross

By Clay Light

SALEM, OR, MAR. 8

The first-ever arena supercross in Oregon State Fairgrounds history had Washington's Scott Tyler make a double killing at the AMA District 28 race. The first race of the two-night doubleheader also saw David Hettinga take the 125cc Pro class to join Open/250cc Pro winner Tyler at the victory podium at the end of the well-attended program.

Qualifying saw Moto-X Fox teamster Doug Lange pound his Yamaha through the whoop-de-doos and hold off a charge from Honda-mounted Chuch Sun and John Woodley (Hon) to win the first 250cc Pro preliminary. In the second qualifier Tyler romped the field, taking a start to finish win over Portland's Kevin Jansen (Hon) and southern Oregon speedster Rodney Keller (Hon). Hettinga took command of the 125cc Pro qualifying, winning over local Kenny Olson (Yam) and Washington's Stacy Thornton (Hon).

Pro mains got the gallery of spectators buzzing when the 125cc Pros mixed it up on lap one. Kawasaki-mounted Hettinga blazed into the lead while KTM rider Grayson Hart, Thornton, Olson and Wes Clark (Suz) gave chase. Hettinga felt the heat from Hart, who lost shape and was passed by Thornton. Thornton rode like a madman in pursuit of Hettinga, who has suddenly become the dominant force in 125cc Pro action in Oregon. Thornton couldn't find an opening and took second ahead of Hart, Olson and Clark.

Tyler did the same to the Open Pro contestants during the Open Pro main event, after overtaking turn one leader Jere Meeker (Yam). Meeker trailed Tyler but couldn't keep a similar pace and dropped back to third after being displaced by Lange (Yam), who suffered a bad start. Lange closed in at a blistering rate but Tyler was to enjoy his commanding lead to the checkered flag. Meeker took third, Mitch Kirkpatrick (Kaw) fourth and Billy Holtman (Yam) finished fifth.

Local product Paul Winn won the combined Intermediate/Expert heat race and charged back to lead the main event only to crash and find himself trailing Team Green's Jeff Daily. Daily enjoyed a small lead to the finish after Winn spectacularly was clearing the doubles, attempted mainly by the Pros. Daily won the Experts while Ryan Holm (Yam) was fast enough to beat a hoarde of Intermediates.

Spencer fast at Mosier Valley MX

By Brad and Sharon Jones

DALLAS, TX, MAR. 3

Kirk Spencer came from behind in both motos to blast the 250cc Experts at Mosier Valley. Yamaha-mounted Roger Scheinber took the first moto holeshot, with Rodney Wheaton close behind. Spencer was on the move after a mid-pack start.

Spencer said, "I really wasn't ready for the start. I didn't have my bike warmed up, so it didn't run very good off the line." By lap four, Spencer had reeled-in the leader and smoked past for the lead and the win. Scheinber held onto his second with Wheaton third, making it a Yamaha sweep.

In moto two, Spencer got the jump off the gate, but went a little too deep and missed the berm in the first turn. Several riders went past with Scheinber out front again. On the second lap, Scheinber crashed in a tight turn, causing a traffic jam for the front runners.

Spencer took advantage of the situation and quickly passed the front runners, including leader Wheaton, in the third lap. Spencer cruised in for the win, while Wheaton took second place money with a 3-2 finish. Scheinber got up to finish fifth, good enough for third overall.

The Open Intermediate class left the line with Matt Haag in the lead. All eyes quickly turned to Boise Berger who took a last-place start and turned it into an exciting romp through the pack. Berger took the white flag in third place, but when the checkered flag dropped Berger had made a last corner dive to be there first.

In round two, it was Bubba Davis who came alive after a fourth-place finish in the first moto. Davis led the entire race and his 4-1 finish was good enough for the overall win. First moto sensation Berger gated poorly again, then crashed on the second lap to ruin his day. Dan Brosfield came from near to last to sweep through the pack and finish second for second overall.

Jack Ricks showed his talent in the 80cc Senior class by winning both motos handily. The first moto Ricks led start to finish, then in moto two, Ricks let his competition get a head start before coming back to win with a big lead.

Results

MICRO MINI: 1. Brandon Lea (Kaw); 2. Chris Crider (Kaw); 3. Eric Villacane (Kaw).
MINI JR: 1. Ramie Reynolds (Kaw); 2. Jeff Long (Kaw); 3. Travis Tutle (Yam).
80 BEG: 1. Ricky Redford (Kaw); 2. Mark Smith (Kaw); 3. Trent Palmer (Kaw).
80 SR: 1. Jack Ricks (Kaw); 2. Roy Schellenburger (Yam); 3. Shane Kuehler (Kaw).
125 BEG: 1. Mark McDeill (Yam); 2. Chris Schiyock (Hon); 3. Jesse Parker (Hon).
125 NOV: 1. Mike Fields (Kaw); 2. Mike Abbott (Hon); 3. Troy Crudercer (Kaw).
125 INT: 1. Steve Hill (Kaw); 2. David Flores (Hon); 3. John Forames (Kaw).
250 & OPEN BEG: 1. Dean Milner (Hon); 2. Michael Terry (Hon); 3. Russ Smear (Yam).
250 NOV: 1. Terry Dickey (Hon); 2. Mike Phillips (Hon); 3. Bill Regan (Hon).
250 INT: 1. James Gorman (Hon); 2. Eddie Jones (Kaw); 3. Role Riner (Yam).
250 EX: 1. Kirk Spencer (Yam); 2. Rodney Wheaton (Yam); 3. Paul York (Yam).
OPEN NOV: 1. Jack Wallace (Yam); 2. Dwight Leatherwood (Hon); 3. Gordon Rich (Hon).
OPEN INT: 1. Bubba Davis (Hon); 2. Dan Brosfield (Hon); 3. Matt Haag (Yam).

OVER 30 NOV: 1. T.C. Carter (Yam); 2. Miles Deulin (Yam); 3. Ed Abbott (Hon).
OVER 30 INT: 1. Curt Phillips (Hon); 2. Jeff Webb (Hon); 3. Rocky Miller (Hon).
OVER 30 EX: 1. Troy Rapp (Yam); 2. Randy Long (Kaw); 3. R. Humphreys (Hon).

Pocino smokes Las Vegas MX

By Ron Goodwin

LAS VEGAS, NV, MAR. 3

Chris Pocino came back from a first-moto fall to take the 80cc Stock Novice class, and Ross Shurtliff dominated the 250cc Novice class in action at the Las Vegas Motocross Park. Over 170 riders braved freezing weather and gusty winds to compete on the new track for cash and trophies.

The 80cc Stock Novice class had the day's largest field, and in the blast for the first turn, Pocino grabbed the holeshot followed by David Griego, Lance Taylor and Randy Klessig. The entire class navigated the S-turn, and, surprisingly, nobody went down over the doubles — a minor miracle in the Novice class. Pocino held the lead, only to fall right before the tower, turning the number-one spot to Griego. A lap later Griego went down, re-mounting to join the fray in seventh place. Pocino charged hard and by the end of the second lap had once again assumed command of the race. Taylor held a solid second place, with Doug Patton in third and a fourth-place Griego closing the gap. Pocino was starting to lap the field when he took the checkers, and Griego rallied to finish second, with Taylor placing third.

In the second moto, Pocino got out to an early lead, and was never seriously threatened throughout the race. The finishing positions were a replay of the first moto, with Griego and Taylor finishing second and third. Dan McNutt put on an impressive ride, but did little more than keep the frontrunners on their toes.

In the large 250cc Novice class, Ross Shurtliff blasted both motos, winning by huge margins. Shurtliff took the lead on the second lap of moto one, and extended his lead over second-place Scott Bassett, who was comfortably ahead of third-place John "The Bandit" Van Hoove.

Terry Hatfield stole the holeshot in moto two, ahead of Bassett and Shurtliff. During the first lap Bassett passed Hatfield, and the three riders began to draw away from the rest of the field. In the ensuing laps Shurtliff gradually pulled a decisive lead, finally taking the checkered with Bassett placing second and Nike Gibson finishing third.

Results

P-W NOV: 1. Mathew Camden; 2. Theresa Griego; 3. Billy Eister.
P-W INT: 1. Jimmy Griego; 2. Basil Thacker; 3. Brian Barnson.
P-W ATC NOV: 1. Miles Fowler; 2. Carl Scherkenbach; 3. Robby Rusch.
P-W ATC INT: 1. Gregory Zaratiegui; 2. Tollece Nay.
60 STK NOV 6-8: 1. Brian Barnson; 2. Basil Thacker.
60 STK NOV 9-11: 1. Frankie Villegas; 2. Danny Kusak.
60 STK INT 6-8: 1. Jimmy Griego.
60 STK INT 9-11: 1. Mike Gilbert; 2. Carey Hart.
80 BEG: 1. Mike Michels; 2. Ryan Clark; 3. Dave Balmer.
80 STK NOV 12+: 1. Chris Pocino; 2. David Griego; 3. Lance Taylor.
80 MOD NOV 12+: 1. David Griego; 2. Chris Pocino; 3. Lance Taylor.
80 STK INT 12+: 1. Kenny Arnold; 2. King Richard Saxton; 3. Kerry Mulligan.
80 MOD INT 12+: 1. Kerry Mulligan; 2. Kenny Arnold; 3. King Richard Saxton.
125 NOV: 1. T.L. Taylor; 2. Kenny Arnold; 3. Jimmy Rampa.
125 INT: 1. Sonny Reising-Love; 2. Johnny Day; 3. Brad Lewis.
125 PRO: 1. Bryan Bruner; 2. Robert Naughton; 3. Dan Ellison.
250 NOV: 1. Ross Shurtliff; 2. Jason Warren; 3. Ken Teeters.
250 INT: 1. Paul Harbauer; 2. Mike Thomas; 3. Shane Johnson.
250 PRO: 1. Scott Nielson; 2. Lenny Giger; 3. Bryan Bruner.
500 NOV: 1. Chris Newmiller; 2. Dan Leberger; 3. Neil Goodell.
500 INT: 1. Mark Hitechew; 2. Frank Lovaas; 3. Jim Barnson.
500 PRO: 1. Billy Hill; 2. Scott Nielson; 3. Barry Hill.
VETS: 1. Lee Pearson; 2. Steve Ireland; 3. Charles Rose.

Matson blasts Sand Hill

By Stacie Mythen

BRENTWOOD, CA, MAR. 3

Kawasaki-mounted Dean Matson charged to take top honors in both the 125cc and 250cc Pro classes in motocross action at the Sand Hill Ranch. Terry Bostard, a newcomer to the 125cc Pro class, put in a stunning performance for his first Pro race, edging out Matson for a first-moto win.

Matson captured the holeshot in the first 125cc Pro class moto, but was soon surprised to find himself fighting for the lead with Bostard. The two pulled away from the pack, and on the third lap the pair had battled their way to a seven second lead over the rest of the field. The crowd was amazed that Bostard was running so well — when he blew everyone away by flying past Matson to take the lead. Bostard took the first moto, with Matson claiming second.

The second moto was another close duel between Bostard and Matson, but in the end Matson reached the checkered flag first. Matson's 2-1 tally clinched the overall for the class.

In the 250cc Pro race, Suzuki-mounted Rich Mythen, riding for Skip's Suzuki in Tracey, flew off the gate to take the holeshot. Mythen led the race for a lap, only to be dazed when both Allen Silhanek and George Hopper blew past him. Mythen found himself battling for third place against Matson, with Matson making the pass and dropping Mythen to fourth. Matson took off after second-place Hopper, but came up short and had to settle for third. Silhanek held onto his lead and finished the moto in first place.

When the gate dropped for the second moto, Matson took the holeshot and lead the entire race, claiming the overall victory. A hard-charging Hopper finished second, and Silhanek took third.

Baldwin sails at Corona night MX

By Nate Rauba

CORONA, CA, MAR. 8

Winning the 125cc Intermediate class was no problem for Gene Baldwin tonight at Corona Raceway, but second place featured an intense battle. While Baldwin ran away with both motos, many of the remaining riders were embroiled in tough battles for the runner-up slot.

Baldwin (Malcolm Smith Racing/Scott/Hon) grabbed the holeshot in the first moto and quickly left Charlie Sampson (Ceet/Kaw. West) and Chris Sparks (Kaw) behind. Sparks got by Sampson on the first lap, and on the following circuit Sampson fell back to last. Kawasaki-mounted Kenny Maddux was there to take his place, and immediately began to apply pressure. BJ Millspaugh (Kaw) was close behind in fourth, and when Maddux bobbled exiting a whoop section he slid right in behind Sparks. While Baldwin cruised on to the win, Sparks led Millspaugh, Maddux, and Cagiva rider Murray Shackelford into the final lap. Shackelford was on the gas and got by Maddux, then passed Millspaugh for third before the finish.

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PHOTO BY NATE RAUBA

Open Novice winner Brent Potter clears a jump a wheel length ahead of runner-up Jeff Bragia at the Corona MX.

Baldwin shot into the lead at the start of the second moto with Shackelford, Millspaugh, and Sampson trailing. Millspaugh quickly passed Shackelford in the whoops, leaving him to fend off Sampson and Maddux for the next few laps. For a while Shackelford, Sampson, and Maddux were inches apart, but on lap three Shackelford fell back to last, out of contention. Maddux was keeping the pressure on Sampson, and on the fifth lap took third when Sampson got stuck behind a slower rider in the stadium whoops. Millspaugh had pulled out a few seconds on the war for third, but after getting by Sampson, Maddux quickly reduced the margin and was challenging Millspaugh as they headed into the final lap. Try as he might, Maddux couldn't get by and came up a couple of bikelengths short at the finish. Baldwin easily won and captured the overall, and Millspaugh held on to second overall by beating Maddux, whose 5-3 was good for third.

In the 250cc Pro class Gordon Ward once again took the win, but this time he had some company near the front of the pack. Former factory star Jim Gibson, who said he came out to Corona "just to have some fun", got serious in the second moto and never let Ward get more then a few seconds away. At the end Gibson closed in on Ward, but couldn't catch him. Gibson was second in the first moto also, but spent most of the race battling with Jack Scott.

Results

HIGH SCHOOL
WOMEN: 1. Jaimie Kirkpatrick (Per); 2. Shawna Skinner (Per).
MINI NOV: 1. Scott Strangio (Upl); 2. Kenny Weesner (Hem).
100: 1. Scott Strangio (Upl).
125 SR: 1. Ron Jordan (Upl); 2. Hank Torres (Per); 3. Mondo Duran (Ham).
175 SR: 1. Ron Jordan (Upl); 2. Hank Torres (Per); 3. Mondo Duran (Ham).
250: 1. John Wall (Upl).
OPEN: 1. Mike Rambo (Per).
UNATTACHED
PEE WEE: 1. Mike Metzger (Kaw); 2. Brian (Kaw).
MINI BEG 12-: 1. David Parker (Yam); 2. Brian Walker (Yam); 3. Jason Martin (Yam).
MINI BEG 13+: 1. John Peterson (Kaw); 2. David McLeod (Kaw); 3. Jason Austin (Kaw).
MINI NOV: 1. Guy Deckert (Kaw); 2. Joel Albrecht (Kaw); 3. Ronnie Martin (Kaw).
MINI INT: 1. Robert Shipman (Kaw); 2. Dustin Evans (Kaw); 3. Willy Drake (Yam).
125 BEG 1: 1. Kevin Yamauchi (Kaw); 2. Blazin Bambino (Kaw); 3. Medardo Juarez (Suz).
125 BEG 2: 1. Rat Sult (Yam); 2. Rob Knemeyer (Hon); 3. Chad (Yam).
125 BEG 3: 1. Stan Hase (Kaw); 2. Tim Forstythe (Hon); 3. Greg Stevens (Yam).
125 NOV: 1. Bill Auberlen (Yam); 2. Phill Alamangos (Suz); 3. Greg Perkins (Hon).
125 NOV 2: 1. Robert McCay (Kaw); 2. Bryan Petrie (Kaw); 3. Rob Sassen (Cag).
125 INT: 1. Gene Baldwin (Hon); 2. BJ Millspaugh (Kaw); 3. Kenny Maddux (Kaw).
125 PRO: 1. Chuck Hart (Suz); 2. Dave Phillips (Kaw).
250 BEG 1: 1. Darin Cook (Hon); 2. Curtis Olsen (Hon); 3. Robert Longenecker (Yam).
250 BEG 2: 1. Shawn Heit (Yam); 2. Jim Tamburo (Yam); 3. Robert Carmack (Suz).
250 NOV: 1. John Carter (Hon); 2. Ray Alvarez (Suz); 3. Tom Gilje (Yam).
250 INT: 1. Tom Brown (Hon); 2. David Hammond (Yam); 3. Jeff Rutt (Yam).
250 PRO: 1. Gordon Ward (Yam); 2. Jim Gibson (Yam); 3. Don Turk (Hon).
OPEN BEG: 1. Leonard Wallenda (Kaw); 2. Robert Johnson (Hon); 3. Jeff Wall (Suz).
OPEN NOV: 1. Brent Potter (Hon); 2. Jeff Bragia (Hon); 3. John Adams (Hon).
OPEN PRO: 1. Ben Damon (Suz).
VET: 1. Dale Grey (Yam); 2. Paul Wilde (Yam).

Sandonas clean up at Corona flat track

By Elaine Jones

CORONA, CA, FEB. 23

A name out of the past came back to Corona Saturday night and brought a wife and some winning ways with him. John Sandona, no stranger to flat track racing signed up for both Open Expert events and ended up walking off with all the marbles, going wire-to-wire in both the short track and half mile events, on a Rotax. Dan Kane and Jeff Johnson chased him home on the short track while Ron Sheets came up with second on the big oval, with Dan Kane getting by Jeff Johnson three laps into the main to round out the top three.

Not to be outdone, Sandona's wife Margo was there to pick up the win in the 250cc Novice half mile. Tyson Voll was off the line on top, followed by Tony Tetors and Margo Sandona. Ron King moved through traffic to put himself in second by the third lap, but it was short lived as two laps later he watched everyone go by. The same thing happened to Tetors as he ran into problems on the seventh lap. Voll had been an early casualty as was not able to get back in the game. When it was all over it was Margo Sandona who had managed to stay out of trouble and was there at the end to uphold the family's winning ways.

The Pros shared the money except for the 250cc class, where Bakersfield's Tommy Lynch claimed both the quarter- and half-mile dough. The Open Money short track was a freight train with Pete Hames the locomotive and Curtis Cannon, Roger Thompson, John Mattochs and Kevin Todd able only to follow behind for 15 laps. Todd is from Arizona, and had to have his mind elsewhere as his wife is expecting their first child anytime. Cannon had the Shell Yamaha working just fine on the half mile as he was in total charge from the drop of the flag. Danny Perkins gave him the biggest challenge — Perkins had the power, but couldn't get on track through the corners and it cost him. Thompson was just the opposite — he was powered and had to fight every inch of the way to keep the others in sight. Hames had his troubles in the heat and didn't even make the main.

The Dodge Racing Team/Pape Racing Team rivalry in the Open Novice half mile is turning in to its own division, with the Dodge's fielding four riders and Pape having three. Only Ron Cochard was unattached. It was Chris Dodge who got the nod off the line followed by Joe Pape and Eddie Dodge. Eddie took over the lead on the second lap as Chris started having problems. Pape drpped to fourth, but worked his way back up to second with five laps to go. Cochard and his Yamaha locked into the third spot and weren't moving for anyone. At the flag, it was Eddie Dodge, Pape and Cochard. The Dodge Team got the number one spot, but overall it was Team Pape that did the best. Joe Pape was second, Ricky Stecyk fourth and Lenny Rodriquez fifth. Dodges claimed the sixth, seventh and eighth spots in addition to first.

Congratulations to Richard Hawks and Mark Bailey who both earned transfers to the Open Amateur division by winning Saturday night.

Results

SHORT TRACK
PEE WEE: 1. Duston Skalski (Yam).
MINI 12-UNDER: 1. Nate Perkins (Hon); 2. David King (Yam).
MINI 13 & OVER: 1. David Wodaszewski (Kaw); 2. Charlie Brown (Kaw); 3. Mark Dorneiden (Yam).
250 NOV: 1. Ralph Porzelt; 2. Al Beatty (Suz); 3. Tyson Voll (Kaw).
250 EX: 1. Tommy Lynch (Yam); 2. Lyle Dove (Yam).
N.S.O.T.H.G.: 1. Richard Schroeder (Yam); 2. Jeff Hagge (Yam); 3. Dennis Voll (Yam).
OPEN NOV DIV I: 1. Mark Bailey (Rtx); 2. Charles Marcucci (Yam); 3. Joe Pape (Yam).
OPEN NOV DIV II: 1. Richard Hawks (ATK); 2. Ricky Stecyk (Yam); 3. Glenn Turner (Yam).
OPEN AM DIV I: 1. Matt Stoutenburg (Yam); 2. Ruben Malaguenero (Yam); 3. Bob Graves (Yam).
OPEN AM DIV II: 1. Richard Schroeder (Yam); 2. John Penner (Rtx); 3. Jeff Hagge (Yam).
OPEN EX: 1. John Sandona (Rtx); 2. Daniel Kane (Yam); 3. Jeff Johnson (Yam).
250 MONEY: 1. Tommy Lynch (Yam); 2. Calvin Rayborn (Yam).
OPEN MONEY: 1. Pete Hames (H-D); 2. Curtis Cannon (Shell); 3. Roger Thompson (H-D).
HALF MILE
PEE WEE: 1. Brad Hinkle (Suz).
MINI 12 & UNDER: 1. Nate Perkins (Yam); 2. Dustin Skalski (Yam); 3. David King (Yam).
MINI 13 & OVER: 1. David Wodaszewski (Kaw); 2. Charlie Brown (Kaw); 3. Kevin Peoples (Suz).
250 NOV: 1. Margo Sandona (Yam); 2. Tony Tetors (Hon); 3. Ron King (Yam).
250 EX: 1. Tommy Lynch (Yam); 2. Lyle Dove (Yam).
N.S.O.T.H.G.: 1. Richard Schroeder (Yam); 2. Don Meiner (Yam); 3. Dave Alexander (Yam).
OPEN NOV DIV I: 1. Richard Hawks (ATK); 2. Mark Bailey (Rtx); 3. Mark Sheets (Yam).
OPEN NOV DIV II: 1. Eddie Dodge (H-D); 2. Joe Pape (Yam); 3. Ron Cochard (Yam).
OPEN AM: 1. Matt Stoutenburg (Yam); 2. Bob Graves (Yam); 3. John Penner (Rtx).
OPEN EX: 1. John Sandona (Rtx); 2. Ron Sheets (Rtx); 3. Daniel Kane (Yam).
250 MONEY: 1. Tommy Lynch (Yam); 2. Calvin Rayborn (Yam); 3. Lyle Dove (Yam).
OPEN MONEY: 1. Curtis Cannon (Shell); 2. Danny Perkins (H-D); 3. Roger Thompson (H-D).

Chesser, Gibson and Hermann score at Conroe MX

By Larry Hughes

CONROE, TX, FEB. 17

Scott Chesser, Jeff Gibson and Brett Hermann all scored decisive back-to-back moto wins in their respective classes at the Conroe MX Park in Conroe, Texas. Many riders were warming up for the GNC International Finals scheduled at Lake Whitney on March 9-10, and track operator Benny Clayton is to be congratulated for outstanding track conditions for the event.

Some of the most impressive riding came in the 125cc Intermediate class, as Mark Gerloff (Galveston Honda/O'Neal) grabbed the holeshot, followed by Chesser (Galveston Honda/Team Tamm) and David Clark (Galveston Honda) a very tight second and third. The three leaders were so tight during the first lap that you could throw a blanket over all of them. Chesser was breathing on Gerloff's rear fender, and squared off every turn trying to get around his teammate. Then Jason Melancon got on the gas, and used some unusual lines to make it a four-way battle. On a hard off-camber left-hander with deep ruts, Melancon hit the extreme inside lip and table-topped the section to gain time. Melancon passed Clark to claim third, and Chesser found his way around Gerloff, cutting some of the fastest lap times of the day.

On the fourth lap Melancon dropped out with mechanical problems, putting Clark back into third. On the next lap Chesser went wide on a tight right-hander, going off the course and allowing Gerloff to move into first. Chesser quickly made up the lost time and squeezed back into the lead just before the finish. Gerloff finished in second, and Clark wasn't far behind in third.

The second moto started with Chesser again leading the way, followed by Gerloff, Clark, Todd Currie and Derrick Stafford. Chesser stretched his lead to about five seconds during the first few laps, and continued to pull to a 10-second lead at the finish. Gerloff finished a solid second, and Clark took third making it a 1-2-3 sweep for the Galveston Honda riders.

In the 250cc Intermediate class, expro Larry Hughes (Conroe Suzuki) holeshot his RM250, with Jeff Gibson (Good Time Cycle) manuevering his KX250 through first-turn traffic into second place. Hughes pulled a slim lead in the first lap, only to lose it to Gibson. The pair pulled from the rest of the field, and Gibson increased his lead to about 10 seconds over second-place Hughes. At the finish, a close battle for third emerged between John Morell (Suz) and Kevin Branch (Suz), with Morell besting Branch to take the slot.

For the second moto, Gibson jetted out of the gate first, with Hughes making his way through traffic into the second spot. Hughes stayed close during the opening laps, but Gibson gradually pulled away, taking the victory and the overall with a comfortable 15-second margin. Again, a battle mounted for third place in the closing laps, and again Morell claimed the spot, besting Greg Hambree (House of Wheels) by two bikelengths.

In the first 250cc Expert moto Rusty Dovell (Conroe Suzuki) massively holeshot the pack into the first turn. Kenny Brown followed in second, until he crashed, trapping Brett Hermann (Cycle Shack North) behind him. Hermann finally got around the fallen Honda rider, and up front Dovell was looking fast and secure in first, with Stuart McAvoy (Kaw) second and David Good (Conroe Suzuki) third. Then Dovell crashed, McAvoy took the lead and Good moved into second. Hermann had moved up into third place, and stayed on the throttle to pass Good. Hermann then made his way around McAvoy on the start-finish straight, and cruised to a convincing win. McAvoy ran behind Hermann to finish second, and Brown finally passed Good to finish third.

Brown gated perfectly at the start of the second moto, with Hermann, McAvoy, Good and Dovell in tow.

Hermann passed Brown down a fast straight, and Brown held second until the eighth lap when McAvoy motored by for the spot. Once again Dovell crashed big-time, bent his Suzuki, and retired for good. Positions remained the same to the last lap with Hermann taking the checkered, McAvoy second, Brown in third and Good finishing fourth.

Results

60: 1. Colin Edwards II (Kaw); 2. Ross Dhayer (Kaw); 3. Jeff Dement (Kaw).
80 JR: 1. Jim Morten (Kaw); 2. Colin Edwards II (Kaw); 3. Ross Dhayer (Kaw).
80 SR: 1. Mot Chapa (Yam); 2. Rodney McGee (Hon); 3. Jason Melancon (Kaw).
OVER 30: 1. Guy Humphrey (Hon); 2. Randy Blackark (Hon); 3. Charlie Pigfon (Hon).
125 NOV: 1. Jeff Kline (Hon); 2. Elton Smith (Kaw); 3. Bubba Brewer (Kaw).
125 INT: 1. Scott Chesser (Hon); 2. Mark Gerloff (Hon); 3. David Clark (Hon).
250 NOV: 1. Bubba Brewer (Kaw); 2. Ron Prience (Yam); 3. Otto Geisendorff (Kaw).
250 INT: 1. Jeff Gibson (Kaw); 2. Larry Hughes (Suz); 3. John Morell (Suz).
OPEN: 1. Sammy Sneet (Hon); 2. Brad Fito (Hon); 3. Gary Marsh (Hon).
250 EX: 1. Brett Hermann (Yam); 2. Stuart McAvoy (Kaw); 3. Kenny Brown (Hon).

Taylor sews up Oklahoma TT finale

By M. Orr

ARDMORE, OK, FEB. 23

There was super racing in all classes, but the big bikes on the indoor track at Hardy-Murphy Coliseum in Ardmore, Oklahoma provided the most excitement each time out.

Hud Welding's James Huddleston won the Open Amateur flat track heat ahead of Fred Debrick, George Galdeen and Karl Klement. Debrick came back strong for the main, putting the team Pacesetter Honda into turn one ahead of the field. Huddleston went to the inside coming out of turn four on lap two to gain the lead, but it was brief as Debrick recaptured the lead with the same move on the next lap. The two rode handlebar-to-handlebar for three more laps. Debrick leaned a little too far to the inside on the last lap and was saved from going down only by making contact with Huddleston. Both riders recovered, with Debrick making it to the flag inches ahead of Huddleston. Debrick said later "I sure was glad he was there."

Open Pro flat track heats were won by Bill Herndon ahead of Ted Boody and Jeffrey Shelton in heat one, and Billy "Bull" Haynie winning over Charlie Orr and David Fisher in the second heat.

Boody got the holeshot in the six-lap trophy dash ahead of Herndon, Haynie and Orr. Orr passed Haynie on the outside of turn two in the second lap, then inherited second as Herndon slid down in turn four. Boody had the win locked in as Orr and Haynie tried to play catch-up.

Team Pacesetter's Herndon came back in the Pro main looking for payday as he dove into the first corner ahead of Boody, Orr and Shelton. Riding the outside of the track, Orr passed Boody before the end of lap one, and Haynie recovered from a bad start to move through the pack into fourth place. On lap seven, Boody got inside Orr in turn four to take over second. Orr continued to take the outside line, and Haynie got inside of him in the number two corner on lap 10 for third place. Herndon held off Boody's challenge the last two laps for the win, with Boody taking second place and Haynie in third ahead of Orr.

Arriving late, Orr missed practice, but took the lead in the first corner of Orr missed practice, but took the lead in the first corner of heat one of the Open Pro TT, and had Boody on his heels all the way to the checkers. After falling coming out of the infield on lap one of the second heat, Brad Taylor restarted his machine and made a hard charge to catch up, passing other riders to get back into the race for the lead. His charge gained him second place. Herndon led the wire-to-wire for the win.

Herndon was first to turn one in the Open Pro main event ahead of Taylor, Boody and Orr. Taylor took over the lead on the right-hand turn, leaving Herndon to battle with Boody over second place. Orr's motor quit on the third lap, and the three leaders moved away from the pack. As Herndon pressured Taylor for the lead, Boody pressured Herndon for second. On lap 10, Herndon went wide on the right-hand turn and Boody went inside to take over second place, but couldn't capture the lead. Taylor became the third winner in the three Pro events on the night.

Results

SHORT TRACK
TROPHY DASH: 1. Ted Boody (Hon); 2. Charlie Orr (Hon); 3. Bill Haynie (Hon).
60: 1. Clayton Hull (Kaw).
80: 1. Clayton Hull (Suz); 2. Rodney Dickerson (Kaw); 3. Tim Kay (Kaw).
125: 1. Trace Polson; 2. Brian Fleck (Hon); 3. Mike Hale (Yam).
250: 1. Randy Prince (Hon); 2. Bob Carlson (Hon); 3. Wayne Henderson (Yam).
OPEN AM: 1. Fred Debrick (Hon); 2. James Huddleston (Hon); 3. George Galdeen (Hon).
OPEN PRO: 1. Bill Herndon (Hon); 2. Ted Boody (Hon); 3. Bill Haynie (Hon).
TT
60: 1. Clayton Hull (Kaw); 2. Todd Way (Kaw).
80: Clayton Hull (Suz); 2. Rodney Dickerson (Kaw); 3. Trace Polson (Hon).
125: 1. Brian Fleck (Hon).
OPEN AM: 1. Mike Moore (Kaw); 2. Wayne Henderson (Yam); 3. Charlie Galubenski (Hon).
OPEN PRO: 1. Brad Taylor (Hon); 2. Ted Boody (Hon); 3. Bill Herndon (Hon).

Dack on track at SMX Corona

By Terry Whytal

CORONA, CA, FEB. 17

Yamaha rider Craig Dack swept both 250cc Pro motos at this weeks SMX event to take the days big winnings. Chasing Dack to the checkers in each round was Honda-mounted Chris Fleming, followed closely by third-overall finisher Bill Scott on a Suzuki.

Doug O'Donnell put on an impressive 125cc Pro ride, topping a field that included such notables as Mike Beier and Chris Heinrich. O'Donnell jetted his Kawasaki to the lead early in both motos as Beier played catch-up. Kawasaki-mounted Beier, hampered by recent knee surgery, had to settle for second as Heinrich cruised home in the final money position.

DeWayne Jones, brother of the three-time National Champion Gary Jones, piloted a four-stroke Husky to the Vet Expert win in spite of a tough battle with second place finisher Al King riding a Suzuki. George Kohler rode his Kawasaki to the number three slot overall.

Brett Duncan pushed his Yamaha to the 250cc Intermediate class win, topping the best efforts of Honda-mounted Michael Davers. Davers ended his day in the runner-up position, with third place going to Jim Rutherford on a Kawasaki.

Results

250 PRO: 1. Craig Dack (Yam); 2. Chris Fleming (Hon); 3. Bill Scott (Suz).
125 PRO: 1. Doug O'Donnell (Kaw); 2. Mike Beier (Kaw); 3. Chris Heinrich (Kaw).
VET EX: 1. DeWayne Jones (Hus); 2. Al King (Suz); 3. George Kohler (Kaw).
VET NOV: 1. Jack Millerd (Hon); 2. Tom Coleman (Kaw); 3. Frank Andretta (Hon).
250 INT: 1. Brett Duncan (Yam); 2. Michael Davers (Hon); 3. Jim Rutherford (Kaw).
125 INT: 1. Brian Calhoun (Kaw); 2. Billy Nielsen (Hon); 3. Darin Motoda (Suz).
250 NOV: 1. Rich Mihali (Yam); 2. Mike Nash (Hon); 3. John Perry (Kaw).
125 NOV: 1. Craig Davis (Suz); 2. Mike Brooks (Suz); 3. Eric Bisbee (Kaw).
250 BEG: 1. Tony Feldhaus (Yam); 2. Ron Lingo (Yam); 3. Tim Mount (Yam).
125 BEG: 1. Larry Lacy (Yam); 2. Sandy Smith (Kaw); 3. Jim Griffin (Kaw).

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SMX Schedule

Sun.	Mar. 24	Corona Raceway
Sun.	Mar. 31	Corona Raceway
Sat.	Apr. 6	Corona Raceway
Sun.	Apr. 14	Perris Raceway

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calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1985 AMA Camel Pro Series Schedule

3/30	Gardena, CA
4/13	Sacramento, CA
5/4-5	San Jose, CA
5/11	Gardena, CA
5/18-19	Sonoma, CA
5/26	Springfield, IL
6/1	Louisville, KY
6/7-9	Elkhart Lake, WI
6/9	TBA
6/15-16	Loudon, NH
6/21	Hinsdale, IL
6/22-23	Pocono, PA
6/29	Lima, OH
7/13-14	Monterey, CA
7/27	Du Quoin, IL
8/3-4	Lexington, OH
8/11	Peoria, IL
8/24-25	Indianapolis, IN
8/31-9/1	Brainerd, MN
9/1	Springfield, IL
9/8	Syracuse, NY
9/15	San Jose, CA
9/21	Gardena, CA
9/29	Sacramento, CA

1985 AMA National MX Schedule

3/31	Sacramento, CA
5/26	Mt. Morris, PA
6/2	Atlanta, GA
6/16	Denver, CO
6/23	Los Angeles, CA
7/7	Buchanan, MI
7/28	Binghampton, NY
8/11	Millville, MN
8/18	Washougal, WA

1985 AMA Superbike/ Pro-Am RR C'ship Series

*4/27-28	Willow Springs, CA
5/18	Sears Point, CA
6/8	Elkhart Lake, WI
6/15	Loudon, NH
6/22	Pocono, PA
7/13	Monterey, CA
8/3	Lexington, OH
*8/17-18	Portland, OR
*8/25-26	Sonoma, CA
8/31	Brainerd, MN
*10/19-20	Daytona Beach, FL

*Pro Am Event

1985 AMA Supercross Schedule

4/13-14	Pontiac, MI
4/20	Houston, TX
4/27	Dallas, TX
5/4	Orlando, FL
5/18	Pasadena, CA
6/8	Chicago, IL

1985 AMA National Enduro Championship Schedule

4/21	Pozo, CA
5/5	Traverse City, MI
5/12	Roselawn, IN
5/26	Tilamook, OR
6/2	Klamath, CA
8/11	Speedsville, NY
8/18	Moorestown, MI
9/15	Lynnville, IN
10/20	McArthur, OH
10/27	Bear, DE

1985 AMA National Hare Scrambles Series Schedule

3/24	Cadiz, KY
4/14	Redding, CA
4/28	Hurricane Mills, TN
5/19	Bruceton Mills, WV
6/16	Hailey, ID
6/30	St. Johns, PA
9/1	Millville, MN
10/13	Sugar Grove, OH

AMA/NATC National Observed Trials C'ship Series

4/13	Muenster, TX
4/14	Sand Springs, OK
5/25	Wichester, TN
5/27	Pigeon Forge, TN
6/1	East Greenwich, RI
6/2*	East Greenwich, RI
8/24-25	Donner Pass, CA
8/31	Butte/Bozeman, MT
9/2	Salt Lake City, UT

*FIM World Championship Round

AMA/Dragbike! National C'ship Series

3/30-31	Atlanta, GA
4/20-21	Bradenton, FL
4/27-28	Sacramento, CA
5/4-5*	Roxborough, NC
5/18-19	Palmdale, CA
5/25-26	La Rue, OH
6/1-2	St. Louis, MO
6/15	Rising Sun, MD
6/21-23*	Long Pond, PA
6/22-23	Union Grove, WI
6/29-30	Fremont, CA
7/13-14	Medford, OR
7/13-14	Cedar Falls, IA
7/21	Kent, WA
7/20-21*	Syracuse, NY
7/27-28	Columbus, OH
8/3-4	Union Grove, WI
8/7-9	Sturgis, SD
8/17-18	Redding, PA
8/25*	Carlsbad, CA
9/2	Brainerd, MN
9/8	Byron, IL
9/14-15	Lancaster, NY
9/28-29*	Prescott, AR
10/6-7	Fremont, CA
10/13-14	Palmdale, CA
10/21	West Palm Beach, FL
10/27-28*	Atmore, AL
11/2-3	Houston, TX
11/16-17**	Gainesville, FL
11/30-12/1	Phoenix, AZ

*⅛-mile track
**National C'ship Finals

National Drag Racing Championships NMRA/NHRA

*5/25-26	Baton Rouge, LA
6/1-2	Warner Robbins, GA
6/22-23	East Haddam, CT
7/TBA	Columbus, OH
*7/13-14	Englishtown, NJ
*8/31-9/2	Indianapolis, IN
10/5-6	Atco, NJ
*10/19-20	Pomona, CA

*Pro Stock Only

National Drag Racing Championships IDBA

4/13-14	Gulfport, MS
5/18-19	Louisville, KY
6/15-16	Cincinnati, OH
7/13-14	TBA
8/10-11	Norwalk, OH
9/14-15	TBA
10/12-13	Gulfport, MS

1985 SCORE/ HDRA Off-Road Series

3/29-31	Lucerne Valley, CA
6/7-9	Baja International
8/16-18	Riverside, CA
11/8-10	Baja 1000
12/6-8	Frontier 500

WERA National Endurance Series (RR)

4/13	Indianapolis, IN (6 hr)
5/25	W. St. Louis, IL (5 hr)
6/1	Summit Point, WV (8 hr)
6/15	Long Pond, PA (8 hr)
6/22	Pueblo, CO (6 hr)
7/13	Loudon, NH (6 hr)
8/3-4	Nelson Ledges, OH (24 hr)
8/17	Braselton, GA (8 hr)
8/24	Beloit, IL (6 hr)
9/7-8	Rosamond, CA (24 hr)
9/14	Faulkville, GA (6 hr)
10/5	College Station, TX (8 hr)
11/7-10	Braselton, GA (6 hr)

WERA Road Race Schedule Series

3/23-24	College Station, TX
4/6-7	Roswell, NM
4/20-21	TBA, TX
5/18-19	TBA, TX
6/22-23	TBA, TX
7/20-21	TBA, TX
8/17-18	TBA, TX
9/14-15	TBA, TX
10/5-6	College Station, TX
10/26-27	TBA, TX

AMA Amateur/ Youth MX National Finals

8/13-17	Hurricane Mills, TN

CMC Four-Stroke C'ships

5/5	Carlsbad, CA
9/1	Perris, CA

CMC Four-Stroke Nationals

12/1	Carlsbad, CA

FIM World C'ship Road Race Series

3/23	South Africa
5/5	Spain
5/19	West Germany
5/26	Italy
6/2	Austria
6/16	Yugoslavia
6/29	Holland
7/7	Belgium
7/21	France
8/4	England
8/10-11	Sweden
9/1	San Marino

World C'ship Endurance Road Race Series

6/9	Italy
6/23	Austria
7/28	Japan
8/17-18	Belgium
9/7-8	West Germany
9/14-15	France

World C'ship TT Road Race Series

6/1-7	Isle of Man
6/29	Holland
7/7	Portugal
7/13-14	Spain
8/17	Northern Ireland
9/1	Belgium
9/28-29	West Germany

World C'ship Motocross Series

125cc

4/4	Holland
4/14	Italy
4/28	Belgium
6/2	France
6/9	Yugoslavia
6/16	Czechoslovakia
6/30	San Marino
7/7	Holland
7/14	Finland
7/28	Portugal
8/18	Argentina
8/25	Brazil

250cc

4/14	Switzerland
4/21	Austria
5/5	Italy
5/12	Belgium
5/19	Czechoslovakia
6/16	France
6/23	Spain
7/14	UNADILLA, NY
7/21	Holland
8/4	Soviet Union
8/11	West Germany

500cc

4/14	Austria
4/21	France
5/5	Sweden
5/12	Finland
6/2	Italy
6/9	Spain
6/16	Holland
6/30	CARLSBAD, CA
7/14	England
8/4	Belgium
8/11	Luxembourg
8/25	Switzerland

Sidecar

3/31	West Germany
4/14	France
4/28	England
5/5	Finland
5/12	Sweden
5/19	Holland
6/2	Switzerland
6/23	Belgium
8/18	Austria
9/15	Italy

World C'ship Trials Series

3/23	Northern Ireland
4/14	France
6/2	EAST GREENWICH, RI
6/16	Austria
6/23	Poland
8/25	Finland
8/31	Sweden
9/8	Switzerland
9/15	West Germany

Other Major FIM Events

6/15	Pairs Speedway C'ship Finals Rybnik, Poland
8/10	Team Speedway C'ship Finals LONG BEACH, CA
8/31	Indiv. Spdwy. C'ship Finals Bradford, England
9/8	Motocross des Nations Gaildorf, West Germany
9/15	Indiv. Long Track C'ship Finals Korskro, Denmark
9/29	Trial des Nations Canzo, Italy
9/30-10/6	ISDE La Molina, Spain

NMA Grand National Final

8/4-11	Ponca City, OK

1985 AFM Road Race Schedule

3/24	Rosamond, CA
3/30-31	Sonoma, CA
4/14	Rosamond, CA
4/21	Sonoma, CA
5/12	Sonoma, CA
5/26	Rosamond, CA
6/8-9	Sonoma, CA
6/30	Rosamond, CA
7/7	Sonoma, CA
7/28	Rosamond, CA
7/28-29	Sonoma, CA
*8/24-25	Sonoma, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/6	Sonoma, CA
10/20	Rosamond, CA
10/27	Sonoma, CA
11/22	Rosamond, CA

*Pro-Am Event

1985 ARRA Road Racing Schedule

4/6-7	Rosamond, CA
5/4-5	Rosamond, CA
6/1-2	Rosamond, CA
7/4(6-hour)	Rosamond, CA
7/6	Rosamond, CA
8/3-4	Rosamond, CA
8/31-9/1	Rosamond, CA
10/5-6	Rosamond, CA
11/2-3	Rosamond, CA
11/30-12/1	Rosamond, CA

Kerker Superbike Series and Honda 500cc Interceptor Series Road Races

3/24	Rosamond, CA
4/14	Rosamond, CA
5/26	Rosamond, CA
6/30	Rosamond, CA
7/28	Rosamond, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/20	Rosamond, CA

1985 Hi-Point Golden State Enduro Series

4/21	Hi Mountain Enduro (D-37)
4/28	Polecat Enduro (D-36)
5/19	Fool's Gold Enduro (D-36)
11/2-3	CEA Enduro (D-37)

March 20

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

March 22

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph thru 6th to Sptsmn 100% Ex pb. Entry $8. Swimming, game room, grandstands, showers. Info 713/458-0090.

March 23

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171/

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Casa Verde Way exit off Hwy 1. All classes includ ATV, Ody. Gates open 4 pm, prac 5, race 6. Admission $6, under 10 $3. Entry $15 Sptsmn, $7 pit pass, $20 Expt. R & D Enterprises. Info 408/449-7367.

March 23-24

CALIFORNIA/NEVADA ROAD RUN
Leave from participating Harley-Davidson dealers, ride to Laughlin, NV. Call participating Harley Davidson dealers. $10 donation, 100% of the proceeds go to MDA. Info 714/884-6464.

March 24

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet troph. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

CALIFORNIA ROAD RACE
Willow Springs Raceway, Sonoma, CA. 0-250, 350, 500 and 650cc group under AFM classes. 1965 cut-off with exceptions. Gate 7 am, prac 9:30, race to follow. Check with AFM for entries. Info 415/829-6091.

CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. All classes. 30% trophs for Sptsmn, Pro pb. Starting gate, 3/4 mile MX course. Complete watering system. Gate open 6:30 am, prac 9. Double Cross Racing. Info 714/371-6333.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

CALIFORNIA MOTOCROSS
Marysville, CA. Under the Hwy 70 "E" Street Bridge. Go over levee on Shad Rd., one block west of Honda of Marysville. All classes includ. OT, Vet, Mini, 3-wheel. Prac 7:30 am, race 9:30. Entry $15 Sptsmn, $5 Pro plus $15 to purse. $4 watch. Info 916/695-2727 (Charlie Sexton).

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60 to Theodore exit. All classes. Gate 7 am, prac 8:30, race 9:30. Entry $12 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

CMC CALIFORNIA HARE SCRAMBLES
Argyll Park, 11 miles south of Dixon, CA on Hwy 113. All classes. Trophs and contingencies. Last round of Argyll Park/Sand Hill Ranch Hi-Point Series. Races start 8:30 am. Entry $15. 80% Pro pb. Spect. $5. Info 916/678-3592 or 678-9956.

CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 8 miles to Ellis St. Left ¼ mile to Burton right to track. 20% trophs, all classes includ. ATC/Ody. Harry Thornburg Benefit Race. All proceed's to help with Harry's expenses. Open at 6 am, prac 8. Entry $15 post only. Info 714/821-1901.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth, TX on I-35. All classes. trophs thru 6th, $800 purse paid per moto and overall with 10 rider minimum. $1000 if 15 riders (No Open Exp.) No pit riding or late practice. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Gate $5, under 10 and over 60 free. Entry $10 Sptsmn, $15 Exp. Info 817/295-8908 or 295-1760.

CALIFORNIA M/C SWAPMEET
Symonds Cycles, 12206 Foothill Blvd., San Fernando, CA. All british motorcycles. Free to buyer and seller. Starts at 8 am. Sponsored by BSA Owners Club of So. Cal. Info 818/897-4738.

WASHINGTON MOTOCROSS
Horn Rapids, 2 miles west of Richland, WA. All classes. 30% trophs, 100% Pro pb. 3rd race of Pepsi Challenge Series. Gates open 7 am, prac 9-10, races start 10:30. Entry $10 Sptsmn, $20 Pro. Squisher Racing. Info 509/837-4438 or 837-3595.

TEXAS MOTOCROSS
From San Antonio take I-35 south to exit #127 (Natalia, FM471). Stay on access road and go one block past stop sign. Take first right for 3/4 mile to track entrance. Motocross and ATV classes. Trophs thru 5th, Ex pb 150%. Entry $6 pits, $4.50 spectator, $11 Sptsmn, $17.50 Expt. Racing starst 11:45. Kent Howerton Series. Info 512/681-1407.

CMC CALIFORNIA MOTOCROSS
Tulare, CA. Take Paige Ave. turnoff. Track is 3 miles west of Hwy 99. All classes includ. OTHG and ATV. Contingencies. Gates open 7 am, prac 8, race 9. Info 209/688-4062 or 686-4520.

ARIZONA ROAD RUN
Mile Post 115, AZ Rte. 89. Tom Mix Monument, Florence Hwy. Breakfast road run. Run pins to first 300. Sign-in 8 am. Entry $7, $1 discount for AMA members. Sun Riders MC. Info 602/889-6469.

CALIFORNIA ENDURO AND POKER RUN
Plaster City, CA. Near El Centro. All classes. Finisher pins, for Poker Run, trophs and finsiher pins for enduro. Poker run starts 8 am, enduro 10. Two separate events. Entry $12-$25 depending on loops. Bush Eaters M/C Club. Info 818/571-0155.

AMA/D-37 HARE AND HOUND
Limed from Red Mtn., CA to race site. All classes. Finisher pins. Special prize for 16th overall. 3 loop race, beginners 2 loops. 9 am start. Info 818/575-0969.

March 27

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-7245.

March 29

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.



MAMMOTH MOTOCROSS
NEW DATES
JUNE 20, 21, 22

CYCLE NEWS Weekly news, not monthly history

CORONA RACEWAY R.A.C.E. Schedule

Fri.	Mar. 22	Motocross
Sat.	Mar. 23	FT, ½ mi, ¼ mi
Fri.	Mar. 29	Motocross
Sat.	Mar. 30	3-Whlrs, Odys
Fri.	Apr. 5	Motocross

CRC RACE SCHEDULE
ATV Classes At All Events

Mar. 24 — MOTOCROSS DeAnza	Apr. 7 — MOTOCROSS Perris Raceway
Mar. 31 — MOTOCROSS Sunrise Cycle Park	Apr. 14 — MOTOCROSS Corona Raceway

(213) 830-7519

SRA Schedule
MAR. 31 — CARLSBAD G.P.
APR. 21 - HILLTOPPERS G.P.
(714) 828-1358

CMC Race With The Best
Hungry Valley — Mar. 31, Apr. 7, 14
Ascot Park — Fri. Nights, Starting April 5
Carlsbad Raceway — 1st/2nd/3rd/4th Sun. ea. mo.
De Anza Cycle Park — 1st Sun. ea. mo.
Sunrise Cycle Park — 2nd/4th Sun. ea. mo.
(714) 261-6116

Southern Nevada Road Racers
Road Race Schedule
March 17
April 7
May 19
800 E. Bonneville
Las Vegas, NV 89101
(702) 384-5029

AFM Road Race Schedule
Mar. 24 — Willow Springs
Mar. 31 — Sears Point
Apr. 14 — Willow Springs
13423 Stanstead
Norwalk, CA 90650 (213) 864-0704

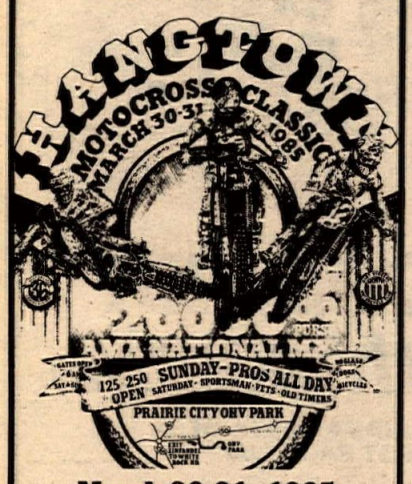


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Sat. Sportsmen Classes
9AM 125cc. 250 & Open Novice, Junior, Experts, & Veterans

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$4 Kids 7-12 both days

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As part of an advertising test, *Dunlap Boat Mfg.* will send any of the above size boats to anyone who reads and responds to this test before the next 30 days. Each Boat Lot No. (Z-26 PVC) is constructed of tough high density fabric (resistant to abrasions, sunlight, salt & oil), electronically welded embossed seams, nylon safety line grommeted all around, heavy duty oar locks, 3 separate air chambers for extra safety (4 air chambers in 4-man), self-locking safety valves, bow lifting & towing handle and are recommended for marine, ocean and fresh water recreation, camping, fishing or a family fun boat. Each boat will be accompanied with a **LIFETIME** guarantee that it must perform 100% or it will be replaced free. Add $7 handling & crating for each boat requested, *Dunlap Boat Mfg.* pays all shipping. If your order is received within the next ten days you will receive FREE a combined hand/foot inflator/deflator bellows style pump for each boat requested. Should you wish to return your boat you may do so for a full refund. Any letter postmarked after 30 days will be returned. LIMIT three (3) boats per address, no exceptions. Send appropriate sum together with your name and address to: Boat Dept. #813, *Dunlap Boat Mfg.*, 2940 W. Pico Blvd., Los Angeles, CA 90006. Or for fastest service from any part of the country call 1-800-824-9988 for Boat Dept. #813 (Calif. residents call collect 213 735-9363), before midnight seven days a week. Have credit card ready.

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COMING UP...

March 30th
12 Hours of Sebring
IMSA Camel GT Road Race
From Sebring, FL

April 6th
AMA Camel Pro TT
From Gardena, CA

AMA National MX
From Sacramento, CA

March 30

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8. $7 admission, free pit pass. Info 619/727-1171.

NEVADA 250
Henderson, NV. Silver Dust Racing Spring Fever 250. Info 702/459-0317.

MOTORCYCLE SWAPMEET
National Orange Showgrounds, San Bernardino, CA. I 215 to Orange Show Rd. exit. Open to public 6 pm-10. Free parking, 1000s of parts and accessories. 24 hour info 714/495-4545.

TEXAS ARENACROSS
Lubbock Municipal Coliseum, Texas Tech University Campus. All popular classes includ. 3-wheel. Trophs thru 5th, $1500 Pro purse. Lots of contingencies. Sign-in 11 am, prac 3 pm races start 5:30, main event 7. Entry $25 pre, $30 post, $5 general admission. Idalou Jaycees and TNT Raceway. Info 806/892-2131 or 892-2005.

WASHINGTON SHORT TRACK
Seattle Kingdome, Seattle, WA. 35 of the top short track riders. Big 500cc machines. Doors open 6 pm, time trials 7, first event 8. Ticket info call 206/483-9690 or 624-0624.

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Casa Verde Way exit off Hwy. 1. All classes includ. ATV and Ody. Gates open 4 pm, prac 5, race 6. Entry $15 Sptsmn, $20 Exp, $7 pit pass. Admission $6 adult, $3 child. Info 408/449-7367.

March 29-31

OKLAHOMA AUTORAMA
Great Plaines Coliseum, Lawton, 3rd annual Budweiser Autorama. Info 405/529-2308.

March 30-31

CALIFORNIA MOTORCYCLE TOUR
Start Hutchins Motor Sports, Yucca Valley, CA. Finish, San Felipe, Baja, CA. Pins and awards. 4th annual California San Felipe-Baja Mexico Tour. Write for entry blanks, Hutchins Motor Sports, 55405 29 Palms Hwy., Yucca Valley, CA. 92284.

March 31

AMA/D-36 CALIFORNIA ENDURO
Middle Creek Campground, Upper CA. All classes, no 3-wheel. Club participation trophy. Drawing 3/6. Start 8 am. Entry $16. North Bay M/C. Info or 546-3903.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th, $1005 Ex purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec. hookup, gate open all night. Straight-thru program, prac 9:30 a.m., race 11. Entry gate $5, Ama. $10, Ex $20. Info Bill Law 214/882-4215.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy., Phoenix, AZ. All classes, 33% Sptsmn troph., 100% Ex. p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10. Int/Ex race 1 p.m. Entry $8 Sptsmn., $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wees and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptmsn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to raceway. All classes plus ATC/Ody. 20% trophs, finisher pins. Entry $15 mail, $20 post. 0-80cc, Sen-Vets and ATC/Ody prac in AM race in AM. 81cc-Open prac in PM, race in PM. SRA license reqd. Info 714/828-1358.

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 33% trophs to sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

CMC CALIFORNIA MX
Argyll Park, 11 miles south of Dixon, CA on Hwy 113. All classes inculd. 3-wheel/Ody. ATVs and 3-wheel run smooth track and TT on completely separate course. There is no conflict with MX. Trophs, 100% Pro pb. 1985 CMC license reqd. Gates open 6:30 am, sign-up 7, prac 7:30, race 9. Entry $15 Jr and Int, $15 plus $5 park fee for Pros. Martinez Racing and Argyll Park. Info 916/678-3592, 678-9956 or 408/370-2590.

CALIFORNIA HILLCLIMB
Carnegie Cycle Park, Livermore, CA. $2000 cash purse. 2nd annual California State Championship Hillclimb. Gates open 8 am, race 10. Entry Stk, Alter Stk and OT $12, Exhibition $35. Info 408/637-6100 or 272-1182.

TEXAS MOTOCROSS
TNT Raceway, Idaloa, TX. 2 miles south of Idaloa on FM 400. All classes. Trophs thru 5, 150% Ex pb. Prac 9:30 am, races start 11. Entry $10 trophy class, $15 Exp. Info 806/892-2005 or 892-2131.

CRC CALIFORNIA MOTOCROSS
Sunrise Cycle Park, Adelanto, CA. All classes. Gate 7 am, prac 8:30, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

AMA/D-38 CALIFORNIA DESERT RACE
Plaster City West, follow arrows from Ocotillo exit off I-8. All classes includ. ATV and Ody. Finisher awards. Sign-up Sat. 4 pm-?, Sun 6:30 am. Riders meeting 8:30 am. Start 9. 100 Tankslappers miles. Entry $15 each racer. Info 619/427-5759.

CALIFORNIA OBSERVED TRIALS
McCain Valley, approx. 65 miles east of San Diego, CA on I-8. Arrowed from Blvd./Morzanita turn off. All ATA classes and pts. Trophs. Sign-up 9 am, start 10. Entry $12 member, $10 bicycles, $17 non-memb. San Diego Trials Riders/ATA. Info 619/275-0605.

OREGON MONEYCROSS
15 miles north of Grants Pass, OR on I-5. Follow signs. All classes includ. 3-wheel. 25% or better trophs, 100% pb money class. 5 riders make a class. Prac Saturday noon-4 pm. No sign-up after 6:30 pm Sat. Most AMA rules apply. Gate opens 8 am, sign-up 9, race 11. Entry $8 trophy class, $20 money, $4 admission. Sunsport Motocross. Info 503/479-7848.

April 2

CALIFORNIA ENDURO DRAWING
Bellflower, CA. Sierra Resturant, 16227 Lakewood Blvd. ½ mile north of 91 Frwy on Lakewood. All classes. Drawing for Not-So-Tuff-E-Nuff Enduro. A fun event. Drawing starts 8 pm. Entry $17 mail, $20 post. Info 714/739-5213.

April 3

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just of Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA MOTOCROSS SCHOOL
DeAnza Cycle Park, Sunnymead, CA. E. of Riverside Raceway off Hwy 60 at Theodore offramp. Festivities commence at 11 am. Be prepared to improve your riding skills and have fun. Entry fee $45. Gary Semics MX School. Info 714/832-9433.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

April 5

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CALIFORNIA MOTOCROSS SCHOOL
DeAnza Cycle Park, Sunnymead, CA. E. of Riverside Raceway off Hwy 60 at Theodore offramp. Festivities commence at 11 am. Be prepared to improve your riding skills and have fun. Entry fee $45. Gary Semics MX School. Info 714/832-9433.

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport 55 Frwy., Costa Mesa, CA. Gates open 6:30 pm, races start 8. Info 714/492-9933.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes includ. ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 includes gate fee. Tickets $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12), 8 and under free. Info 714/261-6116.

April 6

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% [illegible] CALL FOR INFO Gate open 7 am, prac 8, [illegible]:30. Entry $15 Sptsmn, $[illegible]. No memb reqd. All cards welcome. Info 805/257-4700 or 818/989-5918.

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Case Verde Way exit off Hwy. 1. All classes includ. ATC and Ody. Gates open 4 pm, prac 5, race 6. Entry $20 Exp., $15 Sptsmn. Admission $6 adults, $3 child. $7 pit pass. Info 408/449-7367.

April 5-7

BAJA EXPEDITION
Leaves from Tecate on US border. Ride south through the Pine Forest and desert to Mike's Sky Ranch. Intermediate or better riders only. We handle all insurance, accommodations, food, gas, guides and chase trucks. Write to Adventure Treks, 26445 Sandy Ck., El Toro, CA 92630 for details or call 714/859-1207.

April 7

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 619/565-2406 (Les).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa international Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Aus-

tin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

SMX CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes, 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memeb. reqd. Info 714/831-3482.

CALIFORNIA ROAD RUN
Sign in at Tom's Cycle Shop, 10965 Westminster Ave., Garden Grove, CA. 92643. Sign-in starts 8 am. Entry $5.50 and $6.50 for 17 and up, $5 and $6 for Jrs, $4.50 and $5.50 for 12 and under. Info 714/530-BIKE or 714/597-4469.

CMC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes. 30% trophs. Gates open 7 am, sign-up 7:30-8:30, prac 8-9, race 9:30. Entry $12 Sptsmn, $15 Pros. Info 714/261-6116.

CALIFORNIA ALL BRITISH ROAD RUN
Meet at Castaic Landing Restaurant. Lake Hughes Rd. exit off I-5. 35 miles north of downtown LA. All English M/C are welcome. All finishers receive finisher pin. Meet at Castaic Landing at 9 am, leave at 10. No entry fee. BSA Owners Club of So. Cal. Info 818/786-3792.

KANSAS HARE SCRAMBLES
101st St. North off I-135 near Witchita. 3 hour, 2 man race series. Sign-in 11 am-noon, prac 12:15-1, first race 1:30. Info 316/755-9138.

AMA/D-36 CALIFORNIA SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. Spring opener. All classes includ Vets, OT, Vintage and 3-wheel. Sign-up 10-11 am, prac 10, race noon. Entry $10 Sptsmn, $13 Semi-Pro, $2 pit pass, $4 admission, child under 12 free. Info 209/368-7182 or 931-3722.

CRC CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. All classses. Cash for Pros, Brass for Sptsmn. Gate 7 am, prac 8, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

TEXAS MOTOCROSS
From San Antonio, TX take I-35 south to Exit #127 (Natalia FM 471). Stay on access road and go one block past stop sign. Take first right for 3/4 mile to track entrance. Motocross and ATV classes. Trophies thru 5th, 150% Ex. pb. Gate $6, $4.50 spectator, $11 Sptsmn, $17.50 Exp. Race 10:45. Kent Howerton Series. Info 512/681-1407.

OREGON ROAD RACE
Portland, OR. All race organization licences will be recognized. For more info call 503/649-0180.

April 10

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

April 12

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn 150% pb to Pros. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Adm. $5. Info Tom Anderson. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack. Hwy 237 and Great American Parkway. Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex. pb. Entry $8. Swimming, showers, grandstants, game room. Info 713/458-0090.

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport 55 Frwy., Costa Mesa, CA. Gates open 6:30 pm, races at 8. Info 714/492-9933.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

April 13

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

AMRA CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. 100% pb. Gare open 7 am, prac 8, race 9:30. Entry $15 Sptsmn, $15 Pro. No memb. reqd, all cards welcome. Info 805/257-4700 or 818/989-5918.

AMA/D-36 CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Case Verde Way exit off Hwy. 1. All classes includ. ATC and Ody. Gates open 4 pm, prac 5, race 6. Entry $20 Exp., $15 Sptsmn. Admission $6 adults, $3 child. $7 pit pass. Info 408/449-7367.

April 12-14

LAS VEGAS 400
9th Annual Las Vegas 400. Professional team M/C desrt race. $2000 to first overall team and 50% pb to pro class. Registration, rider's meeting and tech inspect. on Fri., 4/12. Race on Sat., awards presentation and breakfast on Sun. Entry $300 Pro class, 50% pb, $120 Stpsmn class for trophs. Info 702/457-0343.

April 14

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wees and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not required. Info 714/924-5859, 653-5840 or 653-7979.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482.

CRC CALIFORNIA ENDURO
Lucerne Valley, CA. All classes includ. special Beg. class and ATV classes. 20% trophs and finisher pins. 3 loops. Starts 8 am. CRC pts. Main entry $20, post $23. Non CRC members add $5. Info 714/689-6114.

CRC CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. Brass for Sptsmn, cash for Pros. Two long motos. gate 7 am, prac 8, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

CALIFORNIA MOTOCROSS
Laguna Seca Recreation Area, Hwy 68, Monterey/Salinas Hwy. Mini to 500cc. OT, Vets classes. Open 7 am, prac 8:30, race 9:30. All riders $15. $15 Experts plus $5 gate fee. Monterey Bay Rams. Info 408/394-8225.

AMA/D-36 CALIFORNIA HS
Shasta Dam, CA. All classes. Silver bar for overall winner. 100 oz for winner, smaller bars for 2nd and 3rd place. Jacket for overall Sptsmn and Nov. Finisher pins. D-36 C'ship pts and national pts. Start time 10 am, finish 2 pm. Sign-ups 2-6 pm Sat., 7 am Sun. Pre entry $25, post $30. AMA cards reqd., district cards required only for district pts. Info 916/243-4277 nights.

AMA/D-37 CALIFORNIA HARE AND HOUND
Red Mountain area, marked at 395/Trona Rd and 395/Searles Station Rd. 2-40 mile loops. T-shirts to each entry. Entry $16. Info 805/265-4216 (Dennis).

CALIFORNIA MOTOCROSS
Marysville, CA. Under the Hwy 70 "E" Street Bridge. Go over levee on Shad Rd., on block west of Honda of Marysville. All classes includ. OT, Vets, Mini, 3-wheel. Prac 7:30 am, race 9:30. Entry $15 Sptsmn, $5 Pro plus $15 to purse. $4 watch. Info 916/695-2727 (Charlie Sexton).

TEXAS MOTOCROSS
Red River, Muenster, TX. Race #1305. 9:30 am start. Info 817/265-9596.

SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. Take I-90 to Sturgis exit #30, track besdie interstate. All classes, 33 1/3% Sptsmn trophs, 100% Pro pb. Non-pts race. ATC's welcome. Gates open 9 am, prac 10, race 11. Entry $10 Sptsmn, $15 Pro, non-memb. add $3. BRA. Info 605/923-1040.

April 17

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

April 18

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro. Portland Int. Raceway. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Admission $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

April 19

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA/Orange County to Pierce off-ramp. Rt on Pierce to Magnolia, rt on Magnolia to Buchanan, rt on Buchanan takes you to track. All classes. 30% trophs to Sptsmn, 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds., turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Admission $5. Info 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. 33% Sptsmn trophs, 125% Pro pb. Gates open 5 pm, prac 6:30, race 7:30. Entry $12. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, grandstands, showers, game room. Info 713/458-0090.

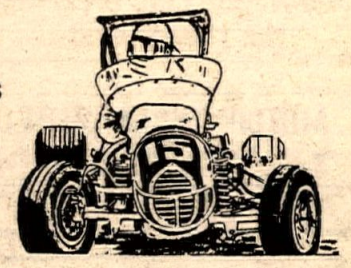
CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee),

SHOWDOWN 85



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DAN MORGAN

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GARY MELVIN

Old Goat Hare & Hound
Sacramento, CA, Feb. 24
1st O/A — KTM 250MXC
MIKE MARQUEZ

H.B.M.C. Hare Scrambles
Lucerne Valley, CA, Mar. 10
1st 125cc Ex. — KTM 125MX
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admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

April 20

CALIFORNIA SWAP MEET
Visalia, CA. Plaza Park Rodeo Grounds, Plaza Dr. Antique Cycle Show and swap meet. Concours judging in these classes: Classic, antique, modern classic, dirt competition and road competition. Registraion 8 am-10, judging 10-1 pm, swap meet 8 am-4 pm. Entry $18 display or swap meet. Mail in or $20 post. Spectators free. Info 209/532-9563 or 656-6777.

April 19-21

OREGON MOTORCYCLE SHOW
Multnamoh County Exposition Center, Portland, OR. South Hall entrance. Eixt 307 off I-5 freeway. Hours: 5 pm-9 Friday, 10 am-9 pm Sat, 12 noon-7 pm Sun. Admission $3 at gate. Child under 12 with adult admitted free. Info 800/547-9755.

CALIFORNIA WORLD OF WHEELS
Monterey Fairgrounds, Monterey, CA. 30th annual Coors World of Wheels. Info 408/267-7947.

April 20-21

OREGON CHAMPIONSHIP HILL CLIMB
2 miles north of Grants Pass, OR on Highland Ave., where it crosses I-5. All classes. Trophs and cash. Races start 9 am. Entry $5 Stk, $10 Mod, $30 exhib. Ironhorse Ent. Inc. Info 503/476-6739 evenings.

April 21

ARIZONA PRISON RUN
Yuma Jefferson Park, Yuma, AZ. Yuma Prison Run. For details call 818/336-2883.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex pb. Gate 8 am, prac 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 am, race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule. Prac. 8 am, race 10. Int/Ex. race 1 pm. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 or 273-2336 .

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes includ. Pee Wees and Vets. 100% Pro pb, 100% trophs for Pee Wees, 50% for Vets, 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph. District 37 points. Free O/N parking. Gate 7:30 am, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $20. Info 619/565-2406.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn., $15 Pro. Info 714/261-6116.

OREGON HARE SCRAMBLES
West from Medford, OR thru Jacksonville on Hwy 238, right at Jackson Creek Rd., follow signs. All classes. 33% trophs, patches to all finishers. Silencers and Spk. Arrestors reqd. Sign-up 8 am, prac 9, race 10. Entry $15 Pre, $22 post. MRA/OMRA. Info 503/826-9412 or 664-1722.

CRC CALIFORNIA MOTOCROSS
Edwards Air Force Base, CA. All classes. Brass for Sptsmn, cash for Pros. Gates open 7 am, prac 8, race 9:30. Entry $13 Sptsmn, $15 Pro. Memb. reqd. Info 213/830-7519.

SOUTH DAKOTA MOTOCROSS
Spearfish Raceway, Spearfish, SD. take I-90 to Bell Fourche exit #10, north 1 mile to track. All classes, 33 1/3% trophs, 100% Pro pb. Non-pts race. ATC's welcome. Gates open 9 am, prac 10, race 11. Entry $10 Sptsmn, $15 Pro, non-memb. add $3. BRA. Info 805/923-1040.

OREGON MONEY CROSS
15 miles north of Grants Pass, OR on I-5. Follow signs. All classes includ 3-wheel. 25% or better trophs, 100% pb money class. 5 riders to make a class. Saturday prac noon-4 pm. No sign-ups after 10:30 Sun. Most AMA rules apply. Gates open 8 am, sign-up 9, race 11. Entry $8 trophy, $20 money, $4 admission. Sunsport Motocross. Info 503/479-7848.

TEXAS MOTOCROSS
From San Antonio TX take I-35 south to Exit #127 (Natalia, FM 471). Stay on access road and go one block past stop sign. Take firs right for 3/4 mile to track entrance. MX and ATV classes. Trophs thru 5th, expt. pb 150%. Entry $6 pits, $4.50 watch, $11 Sptsmn, $17.50 Exp. Races start 10:45. Kent Howerton Series. Info 512/681-1407.

CALIFORNIA TT SCRAMBLES AND ST
Lodi Cycle Bowl, Lodi, CA. All classes. Sign-up 9-12:30, race 11. Admission $4 watch, $10 Sptsmn, $13 Semi-Pro, child under 12 free, $2 pit pass. Info 209/368-7182 or 931-3722.

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FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print print **all** information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Official Results Fifth Annual D-38 King Of The Desert Imperial, CA Feb. 24, 1985

(Continued from last week)

Mitchell Scarbrough
Tom Hallett
Kirk McDaniel
Rob Taylor
R. Sikorski
Ron Renzulli
Jim Foley
Mike Haiman
John Dalton
Dennis Green
James Tucker
James D. Jones
Henry Casillas
Clint Guidry
Lance Schoonmaker
Scott Hewitt
Kurt Scherbaum
Dan Smith
Lee Ramage
Jimmy Means Jr.
Rich O'Brien
Fred Angelo Jr.
Scott Larsen
Robert S. Copeland
Dusty Burwell
Guy Shidner
Terry R. Huff
Scott Prather
Jack Neeley
Steve Ruiz
Tom Gray
Pat Gerrard
Bobby Stark
George Hernandez
John A. Roberts
Jason Gerrard
James Jasper
John Freer
Doug Hogan
Bob Szalay
John Bowyer
Randy Ochoa
Steve Peoples
Kenneth Suyenaga
Diego Sada
Fred Willert
Richard Zeigler
Scott Albert
Robert Metzgus
Hal Graves
Robin Davis
Steve Reynolds
Chick Dimond
Ken Tubbs
Scott McClintock
Bob Johnson
Phil Means
Bill Carr
Earl A. Roberts
Jeff Bennett
Joe Lane
Rick Salter
Robert Pippin
Hal Drew
Dean Sundahl
Dennis Stevens
Patrick Lowrie
Robert Dattlgren
Chris Taylor
Bruce Smith
Brady Harris
Craig Corda
Rod Stevens
David Williams
Keith Rishel
James Youngblood
Michael Tarter
Kevin Ryan
Mike Hotchkiss
Mark Finley
Charles Sunghera
John Aguilar
James Klatt
Jim Harris
Dan Klemple
Tom Whitehead
Chuck Nelson
Mike Blumenthal
John Norman
Charles Baker
Alan Ehm
Mike Cuff
Ronnie W. Golden
Rusty Nowka
Robert Boerner
B.J. Slack
Linda Lippincott
Randy Bringle
Richard Bringle
Shawn Hernandez
Edward A. Hickey
Travis Southward
Wes Enz
Mort Maynard
Brett Cushing

Mosier Valley MX Dallas, TX Mar. 1, 1985 By Brad & Sharon Jones

MICRO MINI
Willy Bowden — Kaw
Heath Kirkland — Kaw
Jeff Long — Kaw
MINI JR
Willy Bowden — Kaw
Dwain Carter — Yam
Heath Kirkland — Kaw
MINI SR
Jason Langford — Kaw
Cliff Donnelly — Kaw
Jack Ricks — Kaw
80 OPEN
Jason Langford — Kaw
Jack Ricks — Kaw
Cliff Donnelly — Kaw
125 BEG
Rick Myers — Hon
Dean Milner — Hon
Jesse Parker — Hon
125 NOV
Scott Schambacher — Yam
Scott Brudnax — Kaw
John Wise — Yam
250/OPEN BEG
Roger Smith — Yam
Johnny Jones — Suz
Jerry Trammel — Hon
INT COMB
Eddie Jones — Kaw
David Flores — Hon
Johnny Gerharl — Suz
250 NOV
Pete Thomas — Hon
Scott Schambaker — Hon
Randy DeCamp — Hon
OPEN NOV
Curry Henry — Hon
Terry Crealius — Hon
John DenKamp — Hon
COMB EX
Nick Cordoia — Hon
Dan Taylor — Hon
Mark Borge — Yam
OVER 30
David Folmar — Yam
Jesse Parker — Hon
Miles Devlin — Yam

TCCRA Rocky Ridge, TX Feb. 17, 1985

PRO
Marty Layland
Dean Lane
D.L. Wood
Randell Tarter
Tom Ehmke
OPEN EX
Kirk Howeth
Kelly George
Eddie Duggan
Chris Bean
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HosPITal STOP

Honda factory dirt track rider and AMA GNC Number One, Ricky Graham broke his left femur and right collarbone Wednesday, March 13, riding with Kenny Roberts on Roberts' practice track on his ranch near Oakdale, California. Graham was injured when he crashed his CR500R off a low jump, going over the bars with the bike landing on top of him. Graham had his femur pinned and collarbone treated at Doctor's Medical Center in Modesto, California; release is scheduled for March 19. No definite recovery date has been set. Send cards and letters to 721 Hamilton, Seaside, CA 93955.

Tommy Lee broke his leg while contesting the 80cc Junior class in the Grand National Championships at Lake Whitney, Texas. Following his getoff, Lee was airlifted to Fort Worth for surgery, and will be in a body cast for about 10 weeks; send cards and letters to 10 Crown Point, Shawnee, OK 74801.

A.J. Whiting, 125cc Pro support rider for U.S. Suzuki, suffered internal injuries from being thrown into a dirt embankment in a riding accident on a private practice track in Valencia, California, March 12; a ruptured spleen was removed during emergency surgery at nearby Henry Mayo Memorial Hospital; Whiting was treated in the facility's intensive care unit, then transferred to normal care; release is scheduled for March 18; full recovery is expected in four to six weeks; send cards and letters to 13860 Millbank St., Sherman Oaks, CA 91423.

Trophy Pickup

So. Cal. MC Turkey Run '84 Hare & Hound trophies are available in the desert. (412/15)

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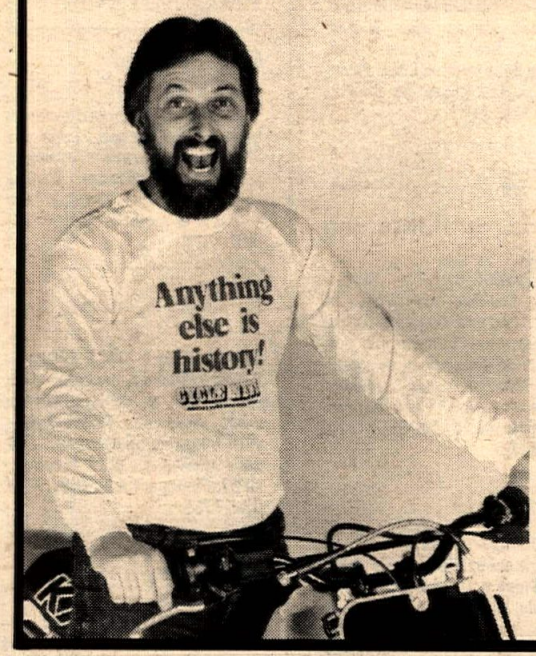
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Growing Honda Suzuki franchise. 3 to 5 years experience, all aspects including set-up, repair, and tune-up. SAN CLEMENTE HONDA SUZUKI (714) 492-6741, ask for Bobby or Jim. (211/12)

Partsman-Fulltime
Experience required. (213) 925-5097. (211/TFN)

Kawasaki Mechanic
One of California's oldest most established Kawasaki dealers needs a full-time experienced Kawasaki specialist. Good opportunity for one willing to relocate to the San Francisco area. Dave Golden M/C (415) 621-5873. (211/12NWX)

Honda Suzuki Mechanic
Immediate opening for journeyman mechanic with tools at the largest dealership in wild, wonderful West Virginia. Excellent conditions and benefits. Up to $12 flat rate hour. Send resume to: Young's Cycles, 233 Virginia St. East, Charleston, WV 25301. ATTN: Tim Runner. (2-11/12NE)

Business Opportunities

So. Cal Franchised Dealership
Low overhead, blow-out location and lease; Gross over one million in 1982... retiring. Call (619) 423-0073 days or after 7pm. (619) 479-3209. (201TFN)

PERFORMANCE PARTS BUSINESS seeks investor $10-20K, Northern California based. Large Western market. Expansion planned. Call for further details. (707) 575-8312. (210/TFN)

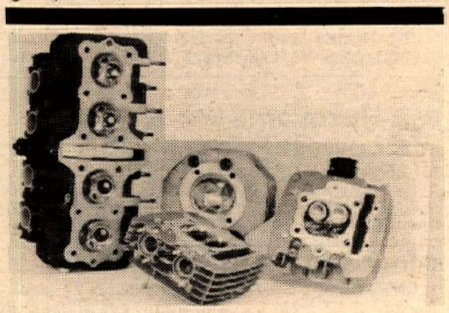
Honda Motorcycle Scooter And ATV Dealer
Well established major L.A. location. Top rated dealer in western U.S. Has largest and most attractive showroom in L.A. county. Price $200,000 (firm) plus inventory and equipment. Excellent 5 or 10 year lease available on current 6000 sq. ft. facility. For more information call (213) 443-5220. (211/14NWX)

Boulder Colo Accessories
Parts and accessories retail store. Seven years, great growth potential. $85,000 includes inventory of about $70,000. Call Chapman and Company (303) 443-2983, answering service. (111/NWX)

Established N.M. Dealer
Priced right! Call Beverly at Hooten-Stahl, (505) 292-4455. (311/12NWX)

Northern California accessories store: '84 annual gross sales $100,000. $4900 plus inventory, includes leasehold improvements, tire changer-balancer, tools, fixtures, etc. Shop space. Call (408) 378-2453. (111)

Orange County Accessories
$40K inventory/fixtures. Low overhead. Nets $35K. Steady, established business. Only $19K down gets you in. (714) 898-3985. (210TFN)



Cylinder Heads
For experienced porting, polishing and flow testing, or repair of damage. Call ENGINE DYNAMICS at (707) 763-7519. (210/11NWX)

Honda MT125R Road Racer
Water cooled hydraulic front disc, Ross swingarm, tuned by Dr. Doom, new grey paint, ready for graphics. WERA Mid-Atl. champion 82 & 83. (301) 320-4903. (3-10/11NE)

FOR SALE: Even-break motocross gate, 41 bay, never used. $3,500. Call after 5:00pm, (201) 647-3544. (3-10/11NE)

ELR S-1 Parts
Rolling chassis & spares, 3 motors. Call for particulars after 6pm, EST, ask for Dale. (803) 224-0460. (3-11/12NE)

1980 XR750: Lawwill brakes and clutch, three sets of pipes, two tanks, wheels, gearing, new cylinders, lots of bits. $6,000. (612) 784-3078; (612) 722-1500. (311/12NE)

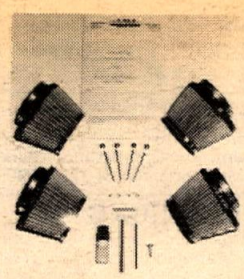


PSI Power Performs!
The people at PSI have worked long, hard hours to have our '85 Hot Pipes developed and IN STOCK!!! We've got '85 KX, YZ, RM, CR 80s, 125s, 250s and 500s READY FOR IMMEDIATE DELIVERY!!! No need to wait! AS YOU'VE GROWN TO EXPECT, PSI HOT PIPES WORK GREAT, LOOK GOOD, AND FIT RIGHT!!! Full line of '83-84 HOT PIPES AVAILABLE. Due to popular demand — PSI WILL OFFER '85 OPEN CLASS PIPES — never before available! AND DON'T FORGET PSI'S POWER BOOST PORTING FOR THE TOTAL PERFORMANCE PACKAGE!!! Super-fast service — PROFESSIONAL RESULTS!!! PSI is proud to announce it's selection of EXCLUSIVE MIDWEST DISTRIBUTOR of DMC Oval Silencers! Check with us for your silencer needs. PSI also offers pipes, silencers, porting, modifications for the Quad Racer, ATC250R, Tri-Z & Ducati. 80-125 HOT PIPES, $129. 250 HOT PIPES, $139. OPEN HOT PIPES, $149. POWER BOOST PORTING, $99. HEAD MODIFICATIONS, $30. SILENCERS, $49. PSI, Inc., 3613 S. Green Bay Rd., Racing, WI 53403. (414/554-5192. (1-11/12NEX)

'84 Suzuki RM250
Suspension and engine done by Race-Tech. Runs great. $1250. (714) 685-6578. (111/12)

'83 Husky XC500
Excellent condition, many extras, great desert bike. Must sell, $1600/OBO. (213) 370-8985. (311/12)

'83 Yamaha TT600
Excellent condition, 2000 miles, new knobby tires. $1700/OBO. (209) 539-2489. (111)



Dynojet Research Gives You A New Double Edged Sword For Fighting The Superbike Wars
In the days of yor honing your machines horsepower edge usually meant dulling its driveability. But today the Dynojet Carburetion Recalibration Systems can unlock the true potential of your machines stock carbs giving dramatic broad range performance gains without sacrificing driveability. Dynojet Carburetor Recalibration Kits available for these and many other models: GPZ550, FJ600, GS750, GPZ750, FJ1100, GS1100, ZX900, GS550ES, GS1150. Put your performance dollar to work where it can do you the most good. At Dynojet Research, 1630 Foothill Dr., Boulder City, NV. 89005. To order phone (702) 294-1524. Use Visa/MC or UPS COD. (209/11NWX)

★ KTM ★ KTM ★ KTM ★
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)



Save $2300 '84 Italjet 350
We are accepting orders for our limited edition, liquid-cooled Road Master 350. It's a 2-stroke, 330cc, 6-speed. Close out priced at $1250. Italjet USA, No. Hollywood, CA. (818) 982-2000. (311/NWX)

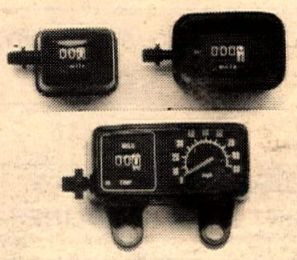


Wes Cooley's Superbike
Second at Daytona, and Ron Haslam's Superbike, fourth at Daytona, for sale. Both bikes are factory Honda 750 Interceptor Superbikes. Only 2 of 4 Team America Superbikes to be sold. Call Dave Busby at Team America (213) 450-1900 days, or (213) 450-0619 evenings. (311/12NWX)

'79 Yamaha TT500
Excellent condition. Must sell. Make offer. (714) 523-1864. (111/12)

'85 YZ490 3 Races
Metzelers, Answer bars, heavy stock, spring. $1950. (213) 465-5300. (111/13)

'85 Yamaha YZ250
Excellent condition, none better. Call (818) 810-0797 after 5pm. (111/13)



★KTM/Husky/Maico-ODOs★
We have drive kits and Jap odo heads for all European bikes and most MXers. Retail only. COUNTDOWN. (818) 348-8381. (208TFNNWX)



Supercross "Factory" No. Plate
By DC Pro Racing. Available in all factory colors with aluminum screen background. Easy mounting. Order NOW! Limited offer. $19.95 Plus tax and shipping. DC PRO (714) 351-0633. (211/13EOI/NWX)

CZ Jawa
Parts and accessories. J B CYCLERY 17468 Road 25, Madera, CA 93638. (209) 674-4788. (248TFN)

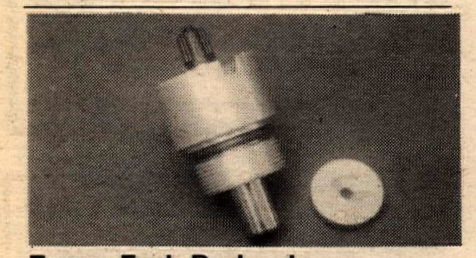
'81 YR200
One of a kind. Simons forks, Webcam, White Bros. pipe and swing arm, Ohlins shock, Clark tank, Metzeler tires. Make offer. (213) 372-8990. (310/11)

'82 Husky 250XC
Baja tank, Pro-Circuit engine, Metzeler tires, special pipe. Many extras. $1000/OBO. (213) 372-8990. (310/11)

'72 Norton Commando
Combat engine, gearbox just rebuilt. Includes half fairing, rear-sets, tools, manuals, and spares. Looks and runs well. Yours for only $1275. (805) 642-5646. (310/11)

'84 Yamaha YZ125L
Dyno tested and cylinder modifications by Pro-Tec/Dallas Baker. '85 Ohlins shock, PSI pipe. Great condition, must sell fast, make offer. Call Mark days at (213) 538-3860, leave message. After 9pm (213) 516-0774. (310/11)

XR750 Harley-Davidson
New Branch heads, Lawwill tank, cam cover, clutch, wide triple clamps, totally fresh with receipts. National contender. Days, (217) 544-4030; nights, (217) 523-3993. (1-8/11NE)



Zasco Fork Preloaders
Change preload to 5 positions, air adjustable too. High grade aluminum/brass construction — for durability plus! HONDA: all Interceptors, XL500, XL600. KAWASAKI: GPz750, Ninja 900, GPz1100, KLR600. SUZUKI: All GSXs. YAMAHA: RZ350, RZ500, XJ600, XT500, XT550. $49.95/set. RSC PERFORMANCE, (404) 982-0138. Atlanta. RSC West, (707) 575-8312 California. (2-8/11NEX)

★ '85 KTM 500s Are Here ★
SEE THEM FIRST at LA's #1 KTM dealer, PERFORMANCE CYCLE. '85 125s, 250s, 350s in stock. Ready for delivery. Unbeatable prices on '84 125 MXs. Huge supply of parts and accessories in stock. Shipped UPS daily. 7948 Firestone Blvd., Downey, CA 90241. (213) 861-9957. (206TFN)

'83 CR480
Simons fork kit, Simons link, Ohlins shock, extra rear wheel, air filters, sprockets, Excellent condition. $1000. (916) 272-1184. (108/011)

Jawa CZ Owners
Members wanted for Jawa CZ club. For fun days, technical information, trail rides, parts swapping, etc. For more information write: P.O. Box 3303, City of Industry, CA 91744. (207TFN)

Christian Racers Wanted
Deserts, GPs, Enduros, fellowship rides. Racers Under The Son. (714) 540-4286. (309/12)

1985 YAMAHA 490YZ: extra tank, skid plate, Metzeler front tire (brand new). $2180. (818) 341-8011. (110/13)



★★ Pro-Cycle KTM★★ — "3 Week Sale" —
SO CAL'S #1 KTM dealer is having a "3 WEEK SALE" on '85 125's and 250's (MX/XC). Sale prices will not be quoted over the phone, so stop by our new larger facility at: 330-L East Orangethorpe, Placentia, CA 92670. (714) 524-5441. (210/12)

'82 RM125 Suzuki
R&D motor, new tires, new top end, still has stock bore. $500/OBO. (213) 422-7508. (110/12)

'81 HUSKY 430XC perfect shape, little used. $1200/OBO. Dr. Holmes (415) 493-3760. (311/14)

★★ Husqvarna ★★ KTM ★★ ★★ Lowest Prices in USA ★★
All '85s in stock. Husqvarna 250CR, 500CR, 250XC, 250WR, 510TX — KTM 350 MXC, 250MXC. Zero Down Financing. Open 7 Days. ALBA HONDA. (619) 436-9771. (210TFN)

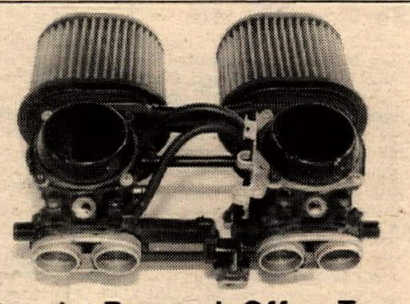
Must Sell 50 Motorcycles
6 BMW's 1952-80, 10 Triumphs 1956-77, BSA, Norton, Indian, Harley, and more. Every class of bike imaginable. Please call for more information. Private party sale. Ask for Paul or Ken at (619) 367-2294. (110/11)

1984 500CR Husqvarna
Pro Circuit motor, Metzeler front, Dunlop rear, two tanks, skid plate, O-ring chain, plus extra wheel assemblies if desired. Much more also. All offers considered. 1980 KTM 250 too. Call Jess (213) 434-9102. (410/12)

Fairing Screen Gustafsson
Friends, we apologize for the error. For the past 2 weeks, our telephone number has been incorrectly advertised. The correct number is (904) 824-2119. We know this was an inconvenience to you because it was definitely an inconvenience to us. Thanks for your patience! Our newest replacement windscreen fits the Laverda RGS fairing. It is available in clear, light blue and smoke. Fairing Screen Gustafsson, P.O. Box 3567, St. Augustine, FL 32085-3567. (904) 824-2119. (2-4/TFNNE)

'84 YZ250
Use your tax refund wisely. Runs excellent, looks like new, must see. $1375. (818) 360-3400. (310/11)

'83 YZ100
Brand new top end. Great play bike. $500/OBO. (213) 372-8990. (310/11)



Dynojet Research Offers True Blue Power Gains For Your GS550ES 83-84
By making use of your stock carburetors full performance potential, the Dynojet Recalibration Systems can give you truly outstanding performance gains, without any lose of stock driveability. In addition the kit offers adjustibility to compensate for stock carb problems and most performance exhaust systems. Put your performance dollar to work where it can do you the most good. At Dynojet Research, 1630 Foothill Dr., Boulder City, NV. 89005. To order phone (702) 294-1524. Use VISA/MC or UPS COD. (209/11NWX)

750 Triumph
Hindle, C&J frame, 12" travel, ARD CDI ignition, skid plate, spare wheel. Sell or trade $2400. (714) 821-9562. (111/12)

RZ500 Yamaha
Excellent condition, new Metzelers. Price $3,950 or BO. (312) 991-6498. (3/10/11NE)

'84 Yamaha IT200
Like new, many extras. $1100. Evenings (213) 373-3630. (410/11)

Boss Yamaha YZ250 $1000/OBO. Shell 750 rolling chassis $1000/OBO. Boss Yamaha 500 rolling chassis, nice $1500/OBO, and extras. Or trade for Weslake. (916) 241-7055. (110/11)

★Husky Spring Blow-Out Sale★
'82 125XC/WR $999, '82 430XC $1699, '83 500XC $2195, '84 250WR $1995, '84 500CR/XC/WR $2495, '85 400WR Cheap, '85 250XC and 500XC in stock. BRITALIA MOTORS (408) 295-4341. (210/TFN)

MC-1+ $2.39
Golden Spectro $2.39. Metzeler copies from $19.95. BC CYCLE SUPPLY, 9025 McFadden, Westminster. T-TH, noon-7. Friday, noon-8. Saturday, 9-4. (714) 895-6040. (210/TFN)



KTM Of San Jose
Northern California's #1 KTM Dealer. 1255s, 250s, 350s and "500MXCs" IN STOCK!! UPS/Mail Order parts daily. Complete machine shop, cylinder boring, and disc resurfacing. Call (408) 258-0750. Open 6 days 10-6. (205TFN)

1975 Kawasaki 900 Z1-B: Very good condition. Vetter fairing, rack and trunk, case savers, Hang II seat, S & W shocks, bike cover, and more. $1200/OBO. Rick (213) 634-2863 evenings. (110/11)

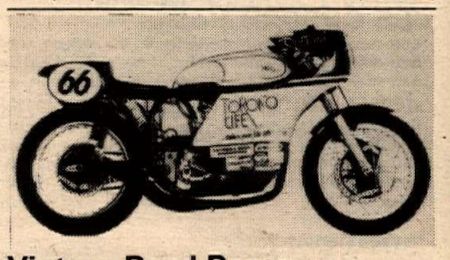
Yamaha '85 RZ500N
Dunlop Elite tires, two sprockets, 4500 kilometers, California registration. $4500/OBO. (213) 376-3196. (110/11)

XR750 Race Ready
All new Harley frame, Branch heads, Storz cams. New tank and seat, wide wheels, etc. All fresh, never raced. $6,000. Kent, eves. (518) 399-6431; days (518) 346-2335. (1-10/11NE)

Suzuki T500 Go-Fast Parts
I want what you've got. Call with prices quick! (314) 442-2440. (1-10/11NE)

Goodyear Dirt Track Tires
Brand new D-2381, A-34, rear gumball tires $85 plus shipping. D C Cycle. (312) 837-9220. (210/11)

Christian Enduro Racers
CRC, AMA, desert family rides. Racers Under The Son. (714) 540-4286. (309/12)



Vintage Road Racer
Norton Atlas motor, wide-line featherbed frame, 1983 Canadian Vintage champion, Concours winner. Fast, reliable, very clean. Good BoTT Machine. $4,000 US with spares. Call Ron Peter, 9-5 weekdays at (416) 364-3333. (1-10/11NE)

Two '80 XR750 National #37
Ready for '85 season. Too much to list, must sell! Call Jeff evenings and weekends at (714) 875-3519 or (714) 877-5118, days (714) 822-8737. (11/13NWX)

'84 Honda CR500
Six months old, only ridden four times, like new. Excellent condition, must see. $1600. Call Rod at (213) 327-4136 or (213) 327-3163. (110/11)

Wanted H-D KR,CR,ER
Roadracers, Dirttrackers, parts, Ceriani forks, brakes, etc. D.M. BEST II (713) 641-0323, (713) 522-2449. (110/15NWX)

Eurostyle Motorcycles **Honda NS400R — V-3**
Water-cooled, 375 lbs. New in crates. Limited quantity. Now accepting deposits. April/May delivery. Visa/MC accepted. (415) 485-1921. (310/NWX)

'84 Yamaha YZ125
Wife's bike — must sell. Excellent condition. New tires. $975. (818) 894-4793 eves. (110/13)

1984 KTM495MXC
Skid plate, ridden 5 times. Excellent condition, must see to appreciate. $2000. Ask for John (213) 681-8706 days, (818) 577-7516 eves. (310/11)

'84 CR80
Good condition. $500. (818) 357-7733, evenings. (310/11)

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Cycle News P.O. Box 498 Long Beach, CA 90801-0498

213/427-7433

WEEKLY RATES (Multiply by number of weeks ordered)

REGIONAL RATES
(Cycle News/West only)
PRIVATE PARTY
Per word . . . . . 25¢
Headline in bold type . . . . . $3 extra
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(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERCIAL AND HELP WANTED
Per word . . . . . 50¢
Headline in bold type . . . . . $5 extra
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(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)
Blind Box Service Charge $5.00

NATIONAL RATES
(Cycle News/West and Cycle News/East)
PRIVATE PARTY
Per word . . . . . 45¢
Headline in bold type . . . . . $5 extra
Photos (No larger than 5x7) $7
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

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Headline in bold type . . . . . $8 extra
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Ads are accepted on a first come first served basis. Cycle News reserves the right to edit copy. Any discrepancies MUST BE REPORTED WITHIN ONE WEEK OF PUBLICATION to receive any adjustment. No cancellations after 5 p.m. Thursday.
Friday noon for the following Wednesday's issue.
Fill in the Visa/Master Charge blank or send check or money order to: Above Address

CREDIT CARD LIMIT
MINIMUM $5.00 PLUS .50
POSTAGE and HANDLING

Signature _____

Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and in accordance with the agreement governing the use of such card.

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

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Please run my ad ___ weeks in East

Name _____

Address _____ City _____ State _____ Zip _____

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Bold Headlines do not count towards want ad word count

Want Ad minimum . . . $2.50

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8	9	10	11	12	13	14
15	16	17	18	19	20	21
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43	44	45	46	47	48	49
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Cycle News cannot be responsible for illegible phone numbers. **Area Code/Phone No.**

20' Smuggler
1973 excellent condition, self-contained, sleeps 6, carries 5 bikes, new tires, battery, cassette-deck, mini-blinds. Includes E-Z Lift hitch. $4000/OBO. (213) 569-0996. (309/12)

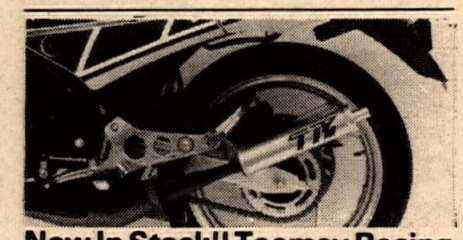


RG500 Gamma
We are now accepting orders for RG500 Gamma. For delivery in July. Very limited. For more information phone Gary, VANCOUVER SUZUKI (604) 734-4762. (249NWXTFN)

New Kawasakis Close Out Price
1982 KDX175 $1080. 1982 KX250 $1590. 1984 KX250 $1899. 1984 KDX250 $1699. 1984 KX80 $899. All prices plus T,L,SE,&F. Cycles Unlimited, 1031 21st St., Bakersfield, CA. (805) 327-2031. (309/11)

All 1985 KXs
Immediate Delivery. CONCORD KAWASAKI. (415) 689-5770. (202TFN)

'84 Husky 500WR
Like new. Low miles. Excellent condition. $2300. '80 Husky 390CR, Simons forks, Ohlins, excellent condition. $800. (707) 523-0815, (714) 893-5485. (309/12)



Now In Stock!! Toomey Racing
RZ350 pipes. Orders shipped same day. First rate quality, guaranteed horsepower — second to none. We pay all freight charges when you buy the complete kit including special Toomey Racing air box, with aluminum battery box, carburetor jet and instructions. $360 complete. Use Visa, MasterCard, American Express or COD. Call today (213) 539-6542 or (213) 539-4324. Beware of cheap imitation copies! You get what you pay for! (201TFN)

'84 Husky 500XC
Like new, low hours. Mint condition, must see for $1595/OBO. (916) 725-4121. (110/11)

Wanted Rickman Enfield
Complete bike or chassis only. (818) 998-5479. (311/NWX)

1983 Maico 490 Spider. Clean, rebuilt, many extras, super fast. $999/OBO. (213) 397-0627. (310/11)

'85 CR500R Honda
Like new, only ridden six times. $2000/OBO. (714) 551-1458. (111/NWX)

Jawa Center Port Spdway Bike
Fresh new piston, rod, clutch, big end. Very sanitary, never tweaked, still has standard bore. $2150. New PAL magneto $120. Two speed tranny with anchor plates $130. Long stroke Jawa flywheels, new rod big end $275. (714) 676-4685. (111/NWX)



Donny Hanson MX Academy
2 week special ending March 27th. PRIVATE LESSONS ONLY $150/DAY. Regularly $195/day, weekdays only. 2-day schools $100: Alvin, TX. April 5-6, Salt Lake City, UT. April 27-28, Washougal, WA. May 18-19, Tyler, TX. June 15-16. Call today to register or for more information. (805) 252-2445. (210/11)

Yamaha RZ500R
Aluminum frame model. Adjustable damping on air forks and gas gauge. After-market pipes and accessories available new. (213) 530-6568. (111/12)

1984 Yamaha IT490
Only ridden six times, excellent condition, extras. (714) 995-2505. (311/12)

Rotax
500cc, excellent half-mile and TT bike, Lilly motor, $4500. Call for information (714) 689-1000. (111/12)

2 750 Yamaha Half Milers
$1200 each. Call for information, (714) 689-1000. (111/12)

Yamaha 500
Short track and half miler, $995. Call for information, (714) 689-1000. (111/12)

Jawa
2-valve, strong motor, new frame, extra tires, oil, methanol, etc. $900. Call before 2pm. (213) 860-7029 or (213) 924-8023. (310/12)

**** Hodaka Parts ****
Shipped ANYWHERE UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 643-8340. (234/NW/TFN)

'84 KTM 495 MXC
Excellent condition, demo bike. $1850(+). PERFORMANCE CYCLE (213) 861-9957. (208TFN)

84 CR500R Many Xtras $1400
(714) 496-6392. (109/11)

XR750
All new Lawwill, Branch, spares. Will deliver. (303) 241-6207. (1-8/11NE)

INTERCEPTOR 750: 1983, essentially stock. Make offer before days get long again. (415) 548-5488. (308/11)

Eurostyle Motorcycles
★★Kawasaki KR250★★
New in crates. Call (415) 485-1921. (309/12NWX)



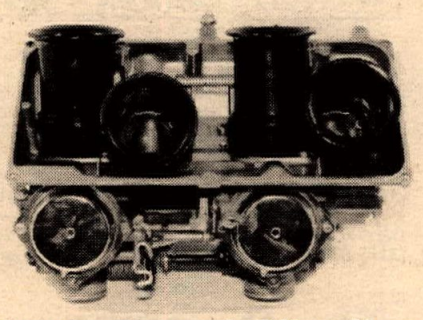
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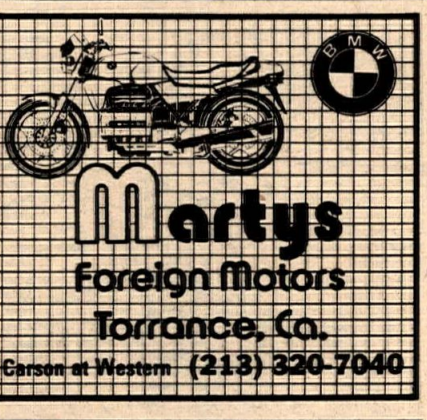


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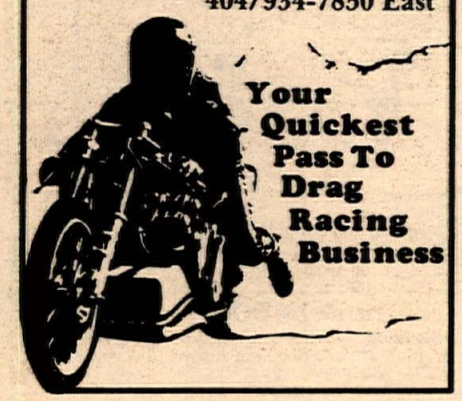
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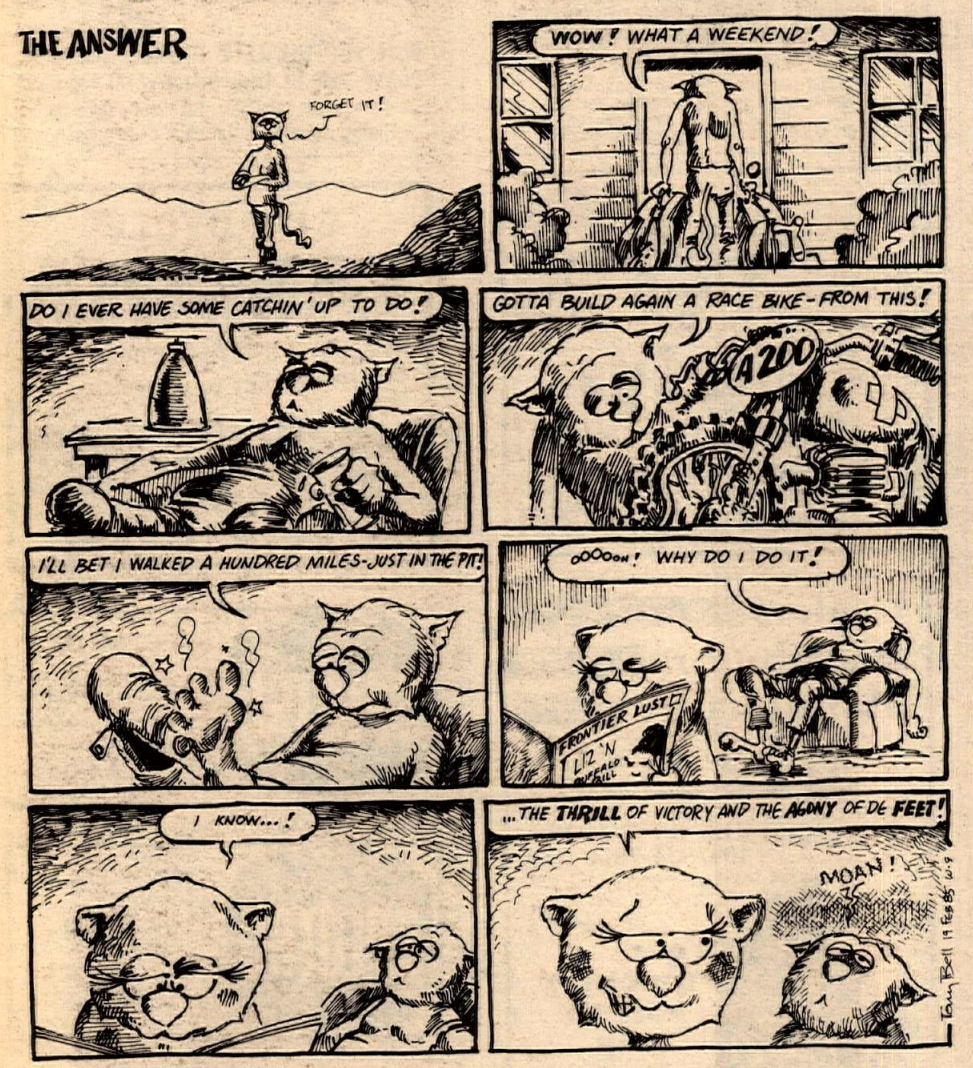
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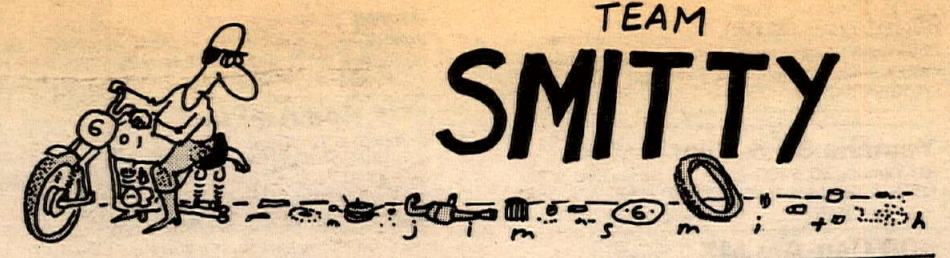
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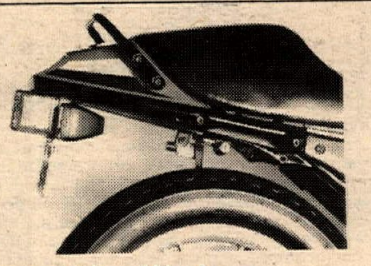
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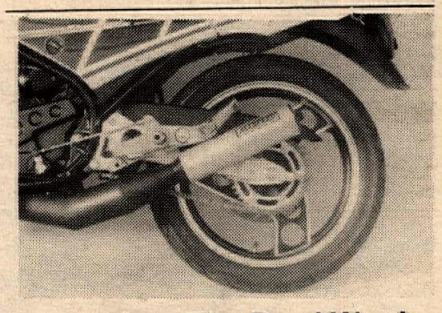
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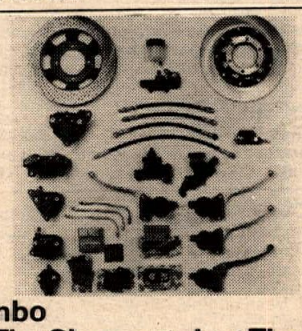
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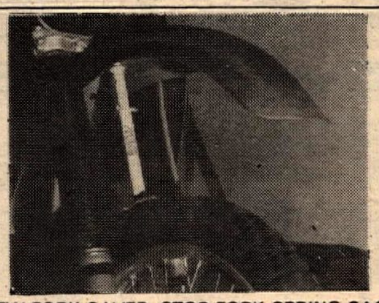
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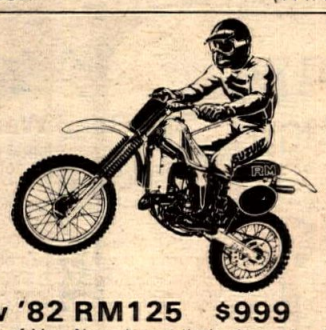


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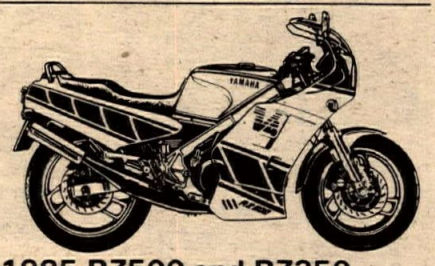
NEW RIP OFFS allows only clean air into airbox. 2 per package: $16.25. AT YOUR DEALER, or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (207/EOI/TFN)

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Motors, parts, etc. No junk. D.M. BEST II (713) 522-2449, (713) 641-0323. (110/15NWX)

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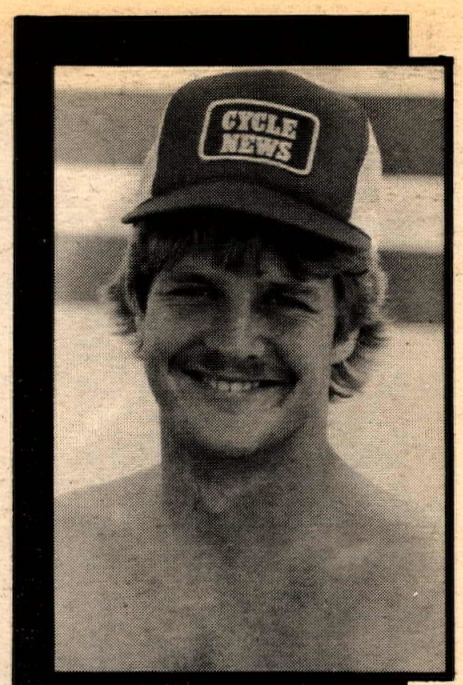
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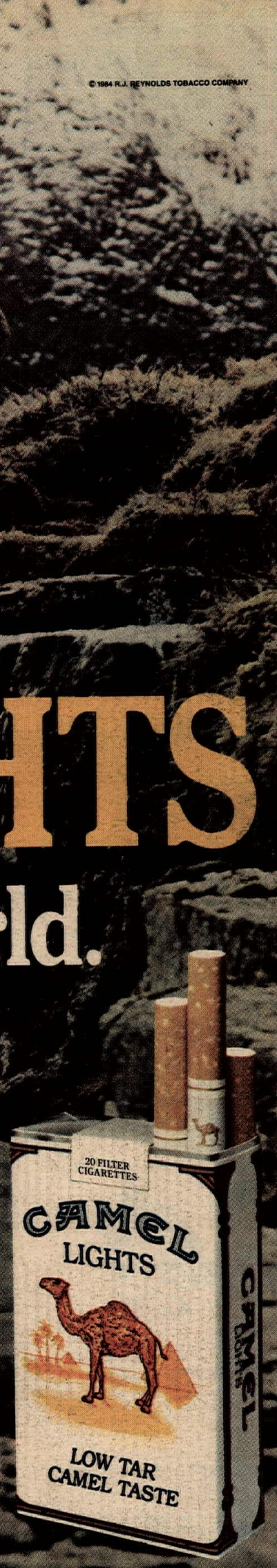
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